I-94 East-West Corridor Study Visual Impact Assessment

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1 Introduction

This visual impact assessment (VIA) technical memorandum presents the results of an assessment of the visual impacts of the proposed alternatives to the I-94 East-West Corridor Study in Milwaukee County, Wisconsin. The impacts of the alternatives on visual resources noted in the environmental impact statement (EIS) are summarized. The VIA provides a description of the existing visual conditions of the parts of the study area that would be affected by project alternatives and discusses how the project alternatives would change existing visual conditions. The assessment of the changes was prepared using the Federal Highway Administration (FHWA) visual assessment methodology, which has been successfully applied by FHWA and state highway departments, as well as by other visual resource specialists, to evaluate countless transportation and other projects. The methodology provides a way to quantitatively rate and compare changes in visual quality and provides decision makers with a way to compare alternatives. Please see the glossary at the end of this memorandum for definitions of the terms used to assess visual impacts.

2 Project Description

FHWA and the Wisconsin Department of Transportation (WisDOT) are preparing an EIS for the I-94 East-West Corridor Study in Milwaukee County (see Exhibit 1). The study area includes approximately 3.5 miles of I-94 from 70th Street (west limit) to 16th Street (east limit). The study area includes five service interchanges on I-94 (68th/70th Street split diamond, Hawley Road, Mitchell Boulevard, 35th Street, and 25th/26th/28th Street). It also includes the Stadium Interchange at I-94, US 41, and Miller Park Way, and the northbound and southbound approaches to this interchange.

The termini for this study generally match the termini for the following two previously completed studies of the southeast Wisconsin freeway system: the Zoo Interchange study located west of the I-94 East-West Corridor study area and the Marquette Interchange study located to the east. The east terminus of the Zoo Interchange study serves as the west terminus for the I-94 East-West Corridor study (70th Street). The west terminus of the Marquette Interchange study was 25th Street. In June 2013 WisDOT and FHWA determined that the east terminus for the I-94 East-West Corridor study area would be extended further to the east to accommodate alternatives that would tie back into I-94 near 16th Street, rather than 25th Street. The transition area between the reconstructed west segment of the Marquette Interchange and existing I-94 generally included 16th Street to 25th Street.

The freeway system in the study area provides a critical interstate link for commerce, tourism, and commuters in the southeast region of Wisconsin and the Milwaukee Metropolitan area. Due to high traffic volumes and outdated freeway mainline and interchange design, this portion of I-94 has a crash rate that is significantly higher than the statewide average crash rate for similar facilities. Improvements are being proposed to accommodate existing and future traffic demand, improve traffic flow and operations, and to address safety concerns.

The 2035 Regional Transportation System Plan (Planning Report No. 49, Southeastern Wisconsin Regional Planning Commission, June 2006) recommends widening and/or other improvements to provide additional capacity in the I-94 corridor through Milwaukee County. In November 2011, under Wisconsin's legislative process for major highway projects, the Transportation Projects Commission approved moving ahead with the environmental study phase for this project so it can be considered for future funding enumeration.

The I-94 East-West Corridor Study EIS, will discuss project purpose and need, alternatives considered (including a no-build alternative), the affected environment, environmental consequences of the proposed action, mitigation, and the results of coordination with agencies and the public. The EIS will also demonstrate compliance with applicable environmental laws and regulations and will be made available for public review.

3 Methodology

3.1 FHWA Methodology and Guidance

The FHWA visual quality assessment methodology and guidance used in this technical memorandum are documented in the FHWA publication *Visual Impact Assessment for Highway Projects* (FHWA 1988). The method has been successfully applied by the FHWA and state highway departments, as well as by other visual resource specialists, to evaluate the visual impacts of numerous transportation and other projects. FHWA's methodology is the

standard approach for evaluating the aesthetic effects of transportation projects. FHWA developed this assessment method in response to National Environmental Policy Act (NEPA) requirements that project proponents assess the effects of proposed federal actions or projects on the quality of the human environment, including effects on the environment's visual quality. The method was designed to provide a systematic and objective approach to evaluating the visual changes that would potentially result from implementation of proposed projects.

The FHWA visual quality and aesthetics assessment method used in this technical memorandum is based on a set of broad criteria that consider the following factors related to the proposed project:

- The overall visual and aesthetic quality of the area through which the transportation project would pass.
- The visual and aesthetic experience and expectations of viewers (including residents, users of parks and other public spaces, pedestrians, and motorists).
- The scale and contrast between existing and proposed project elements in the area.

The FHWA's assessment method also uses professionally accepted, descriptive terminology that characterizes the physical attributes of the landscape being assessed and viewer sensitivity or concern. This terminology is defined below and in the glossary, and it is used throughout the following sections.

The FHWA visual quality assessment method has six steps:

1. Establish the project's area of visual influence by identifying contiguous "landscape units" and representative viewpoints. A landscape unit is an identifiable segment or area within a project that contains views of a project and that has characteristics that are different than the other landscape units. Representative viewpoints (or key observation points [KOPs]) from around the project area are selected to describe existing conditions (with photographs) and assess project effects (through the use of photo-simulations).
2. Determine who has views "of" and "from," the project ("viewer[s]") and their viewing sensitivity to changes in the viewed landscape.
3. Describe and assess the landscape that exists before project construction ("existing environment").
4. Assess the response of viewers looking both "at" and "from" the project, before and after project construction.
5. Determine and evaluate views of and from the project for before and after project construction using photo-simulations (simulations).
6. Describe the potential visible changes to the project area and its surroundings that would result from the proposed project ("project impacts or effects").

The first three steps were conducted to establish the "baseline" visual condition for the proposed project and are discussed in the Existing Conditions section. The last three steps were then conducted to identify how the proposed project alternatives would have the greatest potential to impact the visible landscape of the assessment area and affect viewers. The last three steps are discussed in the analysis section. The changes were systematically compared to the baseline conditions to determine the nature and degree of the project's potential impacts on visual resources.

An aesthetic and visual quality assessment typically addresses the following three primary questions:

- What are the aesthetic and visual qualities of the existing landscape in the project area?
- What are the potential effects of the project's proposed alternatives on aesthetic and visual quality in the project area?
- Who would see the project, and what is their likely level of concern about or reaction to how the project visually fits into the existing landscape?

Changes to the viewed environment are measured by determining how a proposed project would change the visual quality for selected representative views. Visual quality is an assessment of the composition of the character-defining features for the selected views. The assessment asks the following questions: Is this particular view common or dramatic? Is it a pleasing composition (with a mix of elements that seem to belong together) or not (with a mix of elements that either do not belong together or are eyesores and contrast with the other elements in the

surroundings)? Visual quality is evaluated in terms of vividness, intactness, and unity. The three characteristics are described as follows:

- ***Vividness*** is the degree of drama, memorability, or distinctiveness of the landscape components. Vividness is composed of the following four elements that usually influence the degree of vividness:
  - Landform
  - Vegetation
  - Water-features
  - Human-made elements
- ***Intactness*** is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes, as well as in natural settings. High intactness means that the landscape is free of eyesores and is not broken up by features that appear to be out of place. Intactness is composed of the following two primary elements that influence the degree of intactness:
  - Development
  - Encroachment
- ***Unity*** is the degree of visual coherence and compositional harmony of the landscape considered as a whole. High unity frequently attests to the careful design of individual components and their relationship in the landscape.

To determine existing visual quality and to assess impacts to viewers, the FHWA methodology uses numeric ratings. The ratings help to establish the existing visual quality of a view from selected viewpoints and to determine how the existing visual quality of the view would change (can be negative or positive) with the project in place. Visual quality is rated between 1 (low) and 7 (high). The visual quality ratings and their descriptors are as follows:

- 1 – Very Low
- 2 – Low
- 3 – Moderately Low
- 4 – Average
- 5 – Moderately High
- 6 – High
- 7 – Very High

To assess project impacts to viewers, changes in the existing visual quality ratings as a result of a proposed project are determined. The FHWA impact assessment methodology can establish varying intensities of impact. This approach is commonly used for NEPA impact assessments. For this VIA, three levels of intensity of impact (substantial, moderate, or negligible) were used. The impact assessment evaluated the degree to which alternatives would change the existing visual quality rating of a viewed landscape and considered the viewer sensitivity (high, moderate, and low) of people who would view the alternative in the landscape. Viewer sensitivity is discussed below in the existing conditions subsection. An impact with substantial intensity is defined as a change in the existing visual quality rating by the following: (1) Two or more ratings (for example, from high to moderate or moderate to low) in an area where people with high or moderate viewing sensitivity would see it, or (2) One rating in an area where people with high viewing sensitivity would see it. An impact with moderate intensity is defined as a change in the existing visual quality rating by one rating (for example, high to moderately high, or moderately low to low) in an area where people with moderate viewer sensitivity would see it. An impact with negligible intensity is defined as follows: (1) A change in the existing visual quality rating by one or more visual quality ratings in an area where people with low viewer sensitivity would see it, or (2) Areas where the proposed project would not change the existing visual quality rating and would be seen by viewers with high, medium, or low viewing sensitivity.

The FHWA methodology uses seven numeric ratings to establish the existing visual quality of a view from selected viewpoints and to determine how the existing visual quality of the view would change (can be negative or positive)

with the project in place. For this assessment, the elements and characteristics discussed in the previous paragraphs are rated between 1 (low) and 7 (high). The visual quality ratings and their descriptors are as follows:

- 1 – Very Low
- 2 – Low
- 3 – Moderately Low
- 4 – Average
- 5 – Moderately High
- 6 – High
- 7 – Very High

The ratings of the three characteristics (vividness, intactness, and unity) are then averaged to determine a total visual quality rating, which is also between 1 (low) and 7 (high). For example, if a view had a vividness rating of 5, intactness rating of 6, and a unity rating of 4, the three ratings would be added and divided by 3, which would produce an average total visual quality rating of 5.

The method that was used to determine existing visual quality and the visual quality associated with various alternatives involved five CH2M HILL staff with professional expertise in visual impact assessment and/or environmental planning, landscape architecture, and architecture. The staff reviewed existing conditions photographs of the KOPs and discussed and rated them as a team using the FHWA methodology. After the existing visual quality ratings were determined, visual simulations of the alternatives selected to be simulated were also observed and rated in the same manner by the group. Rating forms for the KOPs that were used to assess impacts are contained in Attachment C.

3.2 Developing Simulations

The simulations were prepared through a process that entailed photographic documentation of the views from each of the KOPs using a single-lens-reflex digital camera set to take photographs equivalent to those taken with a 35-millimeter camera using a 50-millimeter focal length, which is the camera lens setting that is commonly used in visual assessment because it closely resembles the viewing angle (or cone) of the human eye. For each view, computer modeling and rendering techniques were used to produce the simulated images. Existing topographic and site data provided the basis for developing an initial digital model. Engineers provided site plans and digital data for the preliminary design of alternatives. They were used to create three-dimensional (3-D) digital models of the alternatives. The models were then combined with the digital site model to produce a complete computer model of the alternatives.

For each KOP, the terrain and project features seen from it were digitized from topographic maps and scaled from aerial photographs using 5 feet as the assumed viewer eye level. Computer “wire frame” perspective plots were then overlaid on the photographs of the views from the KOP to verify scale and location. Digital visual simulation images were produced as a next step based on computer renderings of the 3-D model combined with high-resolution digital versions of the base photographs. The final hardcopy visual simulation images that appear in this document were produced from the digital image files using a color printer.

It should be noted that although the results provide an accurate depiction of how the components associated with alternatives might appear (based on current levels of design), all engineering design work associated with alternatives is preliminary, and many details need to be finalized. The simulations are intended to provide an indication of the form and scale of the alternative being simulated to assist in determining how the alternative would change the visual character and visual quality of the view from the KOP. Final design and design refinements will occur after the project’s environmental assessment process is complete.

4 Existing Conditions

4.1 Overview of the Project Area

The project area follows I-94 from west to east approximately 3.5 miles through the City of Milwaukee. The portion of the I-94 corridor examined in this VIA consists of areas from which changes associated with the alternatives could

potentially be seen. The character of the viewed landscape along the portion of the I-94 corridor in the study area varies considerably by location. The west end of the project area and the area north of I-94 east of the Stadium Interchange are residential. In between the residential areas are visually distinctive areas that include cemeteries, the Miller Park complex, and industrial areas in the Menomonee Valley. The degree of visibility of existing I-94 components along the I-94 corridor and the potential visibility of project alternative components varies greatly by location. Variables that influence visibility include terrain, the presence of trees and buildings that can block views, and the elevation of I-94 (some parts are below adjacent grade, some at grade, and some parts above grade). With the exception of areas near Miller Park, the areas from which I-94 can be seen generally range from areas adjacent to the highway to areas several blocks away.

4.1.1 Landscape Units

To assist in describing existing conditions and potential impacts from the project alternatives, the project area has been divided into six landscape units. Landscape units have unique, identifiable characteristics, and are useful tools for describing existing conditions and assessing potential impacts along linear transportation projects. The six landscape units used in this VIA units are as follows, from west to east:

1. West End
2. Cemeteries
3. Story Hill
4. Miller Park
5. Merrill Park
6. Menomonee Valley

The landscape units are depicted in Exhibit 2 and described below in the existing conditions section. Attachment 1 contains photographs from various locations within each landscape unit that illustrate the visual characteristics of the landscape units and/or views towards the I-94 corridor from within the landscape unit.

4.1.2 Viewers

Viewers within the project area include residents, roadway/highway users, commercial viewers, office viewers, people attending events at Miller Park, and Hank Aaron State Trail users. Sensitivity varies among viewer types, and sensitivity to views affects the viewer response to changes associated with a proposed project. Viewer sensitivity ranges from low to high. Low viewer sensitivity exists when there are few viewers who experience a defined view, or they are not particularly concerned about the view, such as commuters on the freeway. High viewer sensitivity exists when there are many viewers who have a view frequently or for a long duration, as well as viewers (many or few), such as those in a residential neighborhood, who are likely to be very aware of and concerned about the view (FHWA 1988).

The FHWA visual impact assessment system recognizes that most views are seen by a variety of viewer types with different sensitivities to changes in the viewed landscape. The FHWA system uses the most sensitive viewer type as the basis for determining the potential impact of a proposed project on viewers. For this project, the most sensitive viewers are residents, who are considered to have high viewer sensitivity. Many residents in the study area currently have existing views, or partial views, of I-94, and changes to those views may be of concern to them. People visiting the cemeteries are also considered to have high visual sensitivity. Although they likely do not visit or see the study area as often as nearby residents, the setting, or viewed environment, of the cemetery is likely an important part of the experience for many visitors. I-94 can be seen to varying degrees by people visiting the cemeteries adjacent to it and changes associated with the alternatives may be of concern to cemetery visitors; therefore, cemetery visitors are considered to be sensitive viewers in this VIA. Motorists on I-94 or adjacent roads are generally considered to have moderate to low sensitivity due to short viewing duration. People working in the study area are considered to have low viewing sensitivity because it is assumed that their attention is generally directed on their work activities rather than the nearby aesthetic environment. Like workers, people attending events at the Miller Park complex are assumed to be focused on the activity they are involved with or watching and not the surrounding environment. They are considered to have moderate to low viewing sensitivity. The viewing sensitivity of business customers varies by customer type. During the site visit, none of the business types, such as restaurants, that might base part of their

appeal on outward views were observed to have featured views towards I-94. Business customers are assumed to have moderate to low viewing sensitivity

4.2 Illustrative Photographs and Key Observation Points

Attachment 1 contains a series of photographs from within each landscape unit that depicts a range of visual/aesthetic characteristics found within the various landscape units. Exhibits A-1 and A-2 depict the locations of the photographs contained in Attachment 1. The photographs are not used in the impact assessment—they are intended to provide additional information about the visual conditions of the project area. To assist in assessing potential impacts from the proposed project, KOPs were selected within each landscape unit with input from stakeholders. As discussed previously in the methodology section, KOPs are used to establish existing conditions, determine how the proposed project would change the conditions, and determine impacts. Existing condition photographs and photo-simulations of various alternatives for each KOP are included in Attachment 2.

It should be noted that most of the photographs taken for the VIA were taken in January of 2013, during "leaf-off" conditions, when deciduous vegetation was without foliage. This VIA will use the term "leaf-off" and "leaf-on" to described conditions when deciduous vegetation either has, or does not have, foliage.

4.3 Landscape Unit Descriptions

The following subsections describe the six landscape units in the study area.

4.3.1 Landscape Unit 1: West End

Landscape Unit 1 begins at the western terminus of the proposed project near 70th Street and continues east to Hawley Road. Although Landscape Unit 1 is largely residential in land use and visual character, two large-scale features (I-94 and the American Transmission Company 138-kilovolt [kV] electrical transmission line) introduce non-residential visual features into this landscape unit. Both I-94 and the electrical transmission line greatly influence the landscape character of areas near them as well as visual quality. The influences of these features are woven into the descriptions below.

The influence of I-94 on adjacent areas within the landscape unit is different on the north and south sides of I-94. Residential areas containing sensitive viewers, located north of I-94, are separated from the interstate by the cleared right-of-way of the electrical transmission line that passes through the landscape unit north of I-94. The electrical transmission line right-of-way varies between approximately 115 and 150 feet in width and is located on a higher elevation than most of the residences to the north. Two sets of electrical transmission lines pass through the right-of-way, and their support structures tend to be silhouetted against the skyline and can dominate views close to them. An alley separates the edge of the electrical transmission right-of-way from the back property lines (and garages or other outbuildings) of single-family residences that face Fairview Avenue. Views of I-94 from the backs of some of these residences (and from some north-south oriented streets) are blocked in many locations by the sloped banks of the transmission right-of-way that are adjacent to the alley. Visual quality ratings of views to the south from most of the residences is considered to range from moderately low to low, depending on how much of the electrical transmission line and I-94 can be seen.

The visual character and quality of areas south of I-94 in Landscape Unit 1 is much different than areas to the north. I-94 is more visible to residential areas south of the interstate. The visibility of I-94 from areas to the south and I-94's influence on character and visual quality varies greatly by location. There are a number of residences immediately adjacent to I-94 (or to on/off ramps serving it) along north-south oriented streets that dead-end against I-94. Some of the residences have unobstructed views of I-94, whereas vegetation and fences screen views of the highway from other residences. The visual character of I-94 is typical of that of a major interstate highway, and adjacent areas with unobstructed views of it are influenced by its presence. The visual quality ratings for most of the areas adjacent to I-94 range from moderately low to low.

Attachment 1 contains five photographs from around Landscape Unit 1 that illustrate the character of Landscape Unit 1 and views towards I-94. KOP 1 was selected to represent views in Landscape Unit 1 towards I-94 that would potentially change with the alternatives being considered. It is described in the following subsection, and the existing view of I-94 from the location is included in Attachment 2.

KOP 1: Dixon Street

KOP 1 was selected to represent a residential area south of I-94. It is located where Dixon Street dead-ends west of Hawley Road (southwest quadrant of the Hawley Road interchange). The location has a clear view of I-94. Utilitarian features such as the 138-kV electrical transmission line support structure and conductors, other utility poles and lines, a cellular tower, and the I-94 overpass and chain-link fencing beneath it can be clearly seen from this location. The scale of the electrical transmission line structure makes it somewhat vivid, but the overall memorability of the view is lower than average. The variety of utilitarian elements and their horizontal and vertical presence introduce visual encroachments into this view that result in an intactness rating of low. The visual unity of the scene is moderately low, and the overall visual quality rating is between moderately low and low.

Vividness = 3
Intactness = 2
Unity = 3
Overall Visual Quality Rating = 2.7

4.3.2 Landscape Unit 2: Cemeteries

I-94 passes through the center of Landscape Unit 2. The western edge of Landscape Unit 2 is Hawley Road and its eastern boundary is Mitchell Boulevard. Within the landscape unit are five cemeteries, including Wood National Cemetery. North of I-94 and adjacent to it is the Beth Hamedrosh Hagodel Cemetery and a small parcel of Wood National Cemetery. Calvary Cemetery is north of these cemeteries and continues north to Bluemound Road. The electrical transmission line described in Landscape Unit 1 passes through Landscape Unit 2, north of I-94. It is located between the Beth Hamedrosh Hagodel and Wood National cemeteries and Calvary Cemetery. The transmission line corridor right-of-way is approximately 45 feet wide and, along with its support structures, is a major visual encroachment that diminishes the landscape character and visual quality of the cemeteries and the rest of the landscape unit.

Immediately south of I-94 is the Spring Hill Cemetery, Anshai Lebowitz Cemetery, and the main part of Wood National Cemetery. Farther south are Veterans Affairs (VA) properties, including the Zablocki VA Medical Center. The National Home for Disabled Volunteer Soldiers National Historic Landmark (NHL) is located in the area. Wood National Cemetery is a contributing historic property to the NHL. In addition to the cemeteries and the VA properties, the Hunger Task Force is located in Landscape Unit 2. It is situated at the west end of the landscape unit immediately south of I-94 and across the street (Hawley Court) from Spring Hill and Anshai Lebowitz Cemeteries. It is assumed for this VIA that people visiting the cemeteries described above have a concern for the environment of the cemetery they are visiting, thus they are considered to be sensitive viewers.

Attachment 1 contains six photographs that were taken from within Landscape Unit 2 (Photographs 6 through 12). Five KOPS were selected from within the landscape unit and are described in the following subsections. The existing views from the KOPs are located in Attachment 2.

KOP 2: South Dana Court (adjacent to Beth Hamedrosh Hagodel Cemetery)

This location was chosen to represent views of the cemetery that people visiting the cemetery (who are considered to be sensitive viewers) would have as they approach the cemetery entrance, as well as views by the general public from Dana Court. The view from this location includes the west end of Beth Hamedrosh Hagodel Cemetery, a chain-link fence bordering the cemetery, parts of Spring Hill Cemetery (including a mausoleum building) on the south side of I-94, and glimpses of the main portion of Wood National Cemetery. I-94 is close to the same elevation as KOP 2 and vehicles travelling on I-94 can clearly be seen. I-94 is a prominent visual feature that physically and visually separates the cemeteries on each side of it. The vividness of the view is higher than average due to the visual connection with the cemeteries to the south. The presence of I-94, the mausoleum, and the retaining wall on the south side of Spring Hill Cemetery encroach on this view and diminish its visual and compositional harmony, thus producing intactness and unity ratings of lower than average. The overall visual quality rating of this view is between average and moderately low.

Vividness = 4.5
Intactness = 3.5

Unity = 3.0
Overall Visual Quality Rating = 3.7

KOP 3: Beth Hamedrosh Hagodel Cemetery

KOP 3 also represents views of the I-94 corridor that visitors to Beth Hamedrosh Hagodel Cemetery see. There is a strong visual connection between the main portion of Wood National Cemetery and Beth Hamedrosh Hagodel Cemetery at the east end of the cemetery. Rows of white headstones, a rising grass slope, and a memorial obelisk at the top of the rise create a very vivid image. The vividness of this view is moderately high due to the visual connection with the national cemetery. The fence between Beth Hamedrosh Hagodel Cemetery and I-94 that was installed to block views of I-94 introduces a strong horizontal feature. Its presence is somewhat of an encroachment as is the I-94 signage, resulting in an intactness rating of average. The fence does, however, block most views of I-94 and improves visual unity, as do trees on both sides of I-94. The visual unity of the view is between average and moderately high. The overall visual quality rating is also between average and moderately high. During leaf-on times of year, the overall rating would be slightly higher because views of the I-94 signage would be blocked or partially blocked by trees.

Vividness = 5
Intactness = 4
Unity = 4.5
Overall Visual Quality Rating = 4.5

KOP 4: Wood National Cemetery (North Side of I-94)

This KOP is located in the parcel of Wood National Cemetery on the north side of I-94 and represents views that visitors would have when looking south at the main part of the cemetery. The view south up the grassy slope of the cemetery includes rows of headstones on both sides of I-94, the cemetery's iconic memorial obelisk, and mature trees. This vivid and memorable view occurs despite the presence of I-94, a fence on the south side of I-94 designed to block views, and a low retaining wall along the north side of I-94. These features, along with the I-94 signage, are encroachments into the view, but don't diminish the view as much as they might in other settings, due to the presence of the strong visual elements mentioned previously. The vividness rating of this view is somewhat higher than moderately high, and intactness is between average and moderately high. The horizontal presence of the fence, vehicles travelling on I-94, and the tall retaining wall on the south side of the highway actually provide a degree of visual unity, as does the similar appearance of the two portions of Wood National Cemetery on either side of I-94. Visual unity is moderately high. The overall visual quality rating of this view is high.

Vividness = 5
Intactness = 4.5
Unity = 5.0
Overall Visual Quality Rating = 4.8

KOP 5: Spring Hill Cemetery

KOP 5 is south of I-94 near the eastern edge of Spring Hill Cemetery, next to the western boundary of Wood National Cemetery. The view from this location represents views to the northeast that visitors to these parts of the two cemeteries have. The variety of headstones in Spring Hill Cemetery is an interesting juxtaposition to the regimented rows of headstones across I-94 in the northern parcel of Wood National Cemetery. Glimpses of Calvary Cemetery in the background are possible during leaf-off conditions. The overall vividness of this view is moderately high. Although the presence of I-94 is not as strong as it is at other KOPs, it can be seen, as can the edges of electrical transmission line support structures. The elements do not encroach too much into this view, however, so the intactness rating is between average and moderately high. Unity is also between average and moderately high, as is overall visual quality. During leaf-on conditions, trees would block views of the I-94 sign, and overall visual quality would somewhat improve.

Vividness = 5
Intactness = 4.5
Unity = 4.5

Overall Visual Quality Rating = 4.7

KOP 6: Wood National Cemetery (south side of I-94)

This KOP is located in the main portion of Wood National Cemetery south of I-94, approximately 120 feet northeast of the cemetery's memorial obelisk. This location was selected to represent views that people visiting this part of the cemetery have when looking northeast. The view includes the Zablocki Drive bridge, the electrical transmission line that parallels I-94 in this area, I-94, the northern parcel of Wood National Cemetery, and Calvary Cemetery in the background. The view is memorable due in part to the presence of the rows white headstones that accentuate the rolling topography on both sides of I-94 and the park-like setting created by numerous trees and expanses of lawn. The features result in a vividness rating of between average and moderately high. The presence of I-94 (and fencing paralleling it), vehicles, the Zablocki Drive bridge, and the electrical transmission line can be considered moderate intrusions that diminish the view, thus resulting in an intactness rating of between average and moderately low. The unity rating is between average and moderately above average, and the overall visual quality rating is average.

Vividness = 4.5
Intactness = 3.5
Unity = 4.5
Overall Visual Quality Rating = 4.2

4.3.3 Landscape Unit 3: Story Hill

Landscape Unit 3 includes the Story Hill neighborhood, located immediately north, northwest, and west of I-94, US 41, and the Stadium Interchange (I-94/US 41/Miller Park Way). It also includes two residential area south of Bluemound Road that are on either side of US 41. Areas to the north and west of Story Parkway are single-family residences. The two residential areas south of Bluemound Road, on either side of US 41, consist of multifamily (Story Apartments) and single-family dwellings.

The southern part of Landscape Unit 3 is the portion closest to I-94 and Miller Park parking areas. Residences are as close as approximately 170 feet from the north edge of I-94, but are higher in elevation than the highway so don't see its surface from most locations (they do have views of I-94 signs in some locations). Between the residences and I-94 is Story Parkway and vegetation south of the parkway and adjacent slope. The vegetation blocks most outward views from Story Parkway. Glimpses of Miller Park, parking areas, the electrical transmission line support structures and conductors ("wires"), and hills to the south are possible from several locations. Most areas further to the east and north along Story Parkway have outward views that are similarly screened. Near the intersection with Yount Drive, there are more open areas, so views of Miller Park, parking areas, the Stadium Interchange, and hills beyond are possible, particularly when deciduous trees and shrubs have foliage.

Attachment 1 contains three photographs from Story Parkway. Two additional photographs were taken to illustrate areas within Landscape Unit 3, located at the north and northeast end of the landscape unit near US 41 overpasses. Four KOPs were chosen for Landscape Unit 3 and are described in the following subsections. Existing views from the KOPs are located in Attachment 2.

KOP 7: Story Parkway

This location along Story Parkway is one of the closest points along the parkway to I-94. It was chosen to depict how project alternatives might impact views of locations that, unlike most of Story Parkway, do not contain extensive amounts of vegetation adjacent to the parkway that tends to block views from the parkway. The presence of vegetation, particularly during leaf-on conditions, tends to screen views to the south and southeast from the parkway so that viewers (such as residents) do not have street-level views much beyond the vegetation adjacent to the road. During leaf-off conditions, the view from this location includes Miller Park, I-94 signage, parking areas associated with the stadium, a vegetated hillside in the background behind the parking areas, glimpses of tall buildings in the background, and electrical transmission line conductors. Miller Park is a large, prominent, and visually distinct element when viewed from this location. Elevated views into the valley (containing parking areas) and of the tree-covered hills beyond are somewhat memorable. Due to the presence of the Miller Park, the vividness of this view is moderately high. The presence of the I-94 sign and the expansive light-colored parking areas that cover what is seen of the valley, result in an intactness rating between average and lower than average. The variety of objects and land

uses seen from this location and their varied characteristics result in a unity rating between average and lower than average. The overall visual quality rating of the view is average. During leaf-on conditions most of the objects viewed during leaf-off conditions would not be seen, and visual quality would be slightly higher.

Vividness = 5
Intactness = 3.5
Unity = 3.5
Overall Visual Quality Rating =4

KOP 8: Story Parkway (near Pinecrest Street)

This location is on Story Parkway near its intersection with Pinecrest Street. The view from this KOP is to the south and can be seen by nearby residents and neighborhood residents driving past it. During leaf-off conditions, an I-94 sign can be seen through the branches of deciduous plants that are adjacent to the parkway as can light-colored parking areas in the valley below. The memorability or vividness of the view is moderately low, as is intactness. There is little visual unity in the view, so the unity rating is moderately low. The overall visual quality rating is moderately low. During leaf-on conditions, views of most of the objects seen from this location would be blocked and the view from this area would be more "parkway-like." The view of vegetation alongside the parkway would not be memorable but would be pleasant. The overall visual quality rating during leaf-on conditions would increase to between moderately low and average.

Vividness = 3
Intactness = 3.0
Unity = 3.0
Overall Visual Quality Rating = 3

KOP 9: Story Parkway (near Clarendon Place)

KOP 9 is located on the grass-covered slope east of Story Parkway, overlooking Yount Drive. It was selected to represent an area relatively free of vegetation near Story Parkway that offered an elevated view towards the Stadium Interchange. Observers from this KOP would primarily consist of people walking on an undeveloped trail that follows this side of Story Parkway, and to a lesser degree, residents on the northeast side of Story Parkway. The grass-covered slope in the foreground, and parkway vegetation, can be clearly seen, as can Yount Drive and a large paved parking area associated with Miller Park. I-94, US 41, and structures associated with the interchange can also be seen from this location as can the edge of Miller Park, electrical transmission line structures that silhouette the skyline, and hills in the background. The features that can be seen are not particularly memorable, so the vividness rating is between average and moderately low. Visual elements such as parking lots, roads, on- and off-ramps, elevated sections of US 41, and the electrical transmission line introduce a number of features that encroach on views. In terms of unity, however, this large-scale infrastructure-dominated landscape has a degree of visual coherence and an above-average unity rating. The overall visual quality of this view is lower than average.

Vividness = 3.5
Intactness = 2.5
Unity = 4.5
Overall Visual Quality Rating = 3.1

KOP 10: Yount Drive and Story Parkway

This location near the corner of Yount Drive and Story Parkway is northeast of the Miller Park entry sign. It was selected to represent views that nearby residents and people driving into the Miller Park parking area have when looking to the southeast. The view includes Yount Drive, the overhead entry sign, the parking area, and structures associated with Miller Park Way and US 41 and their adjacent embankments. It also includes the electrical transmission line structures and wooded hillsides in the background. This view is not memorable, and the vividness rating is between low and moderately low, as is the intactness rating. The strong horizontal presence of multiple transportation elements result is a slightly higher unity rating of moderately low. The overall visual quality of the view is between low and moderately low.

Vividness = 2.5

Intactness = 2.5
Unity = 3
Overall Visual Quality Rating = 2.7

4.3.4 Landscape Unit 4: Miller Park

Landscape Unit 4 includes Miller Park (the stadium, parking areas, and other associated facilities), the Stadium Interchange, segments of I-94, US 41, and Miller Park Way, railroad tracks, and a portion of the Hank Aaron State Trail (which is approximately 0.5 mile south of I-94). In much of this landscape unit, I-94, US 41, and Miller Park Way are above grade, as are other transportation features such as on- and off-ramps and arterial roads. Most of the land in this landscape unit is devoted to parking, industry, and transportation, and has a utilitarian character. The vast expanses of pavement in this area and the scarcity of view screening by trees or buildings allows for expansive views. Major visual features include Miller Park, the Stadium Interchange, various overpasses and on-off ramps, and the Menomonee River.

People who are considered to be viewers in Landscape Unit 4 are temporary viewers either passing through the area on transportation infrastructure, or people attending an event at Miller Park. Due to the temporary nature of their visits in this landscape unit and their likely attention to the activities they are watching or participating in, their viewer sensitivity is considered to be low.

Attachment 1 includes photographs from two locations within Landscape Unit 4. Because of the lack of sensitive viewers in this landscape unit and its utilitarian character, no KOP was selected for Landscape Unit 4.

4.3.5 Landscape Unit 5: Merrill Park

The west end of Landscape Unit 5 is adjacent to the Menomonee River. The landscape unit follows the north side of I-94 east through a residential neighborhood (Merrill Park) to the eastern terminus of the proposed project near 16th Street. Much of the area north of I-94 is similar to, or slightly higher in the elevation than, I-94.

Sensitive viewers within Landscape Unit 5 consist of nearby residents north of I-94. Park Hill Avenue parallels the north side of I-94, and a number of north-south oriented streets dead-end against it. Some north-south oriented streets such as 35th Avenue and 32nd Street pass over or under I-94 and link the neighborhood to areas to the south. The fronts of most residences on Park Hill Avenue are oriented south towards I-94, while residences on the north-south oriented streets that connect with it tend to face to the north-south. Vegetation is present within the I-94 right-of-way screens, or partially screened, views of I-94 from some of the residences located on Park Hill Avenue and the north-south oriented streets that connect to it. Where vegetation is not present, views to the south are uninterrupted (see KOP discussions in the following paragraphs). Locations along Park Hill Avenue with enough vegetation to screen views to the south vary considerably.

Attachment 1 contains photographs towards I-94 from two locations along Park Hill Avenue. Two KOPs were chosen to depict how the project alternatives might impact views from this area. The photographs of existing views from these KOPs are in Attachment 2.

KOP 11: 36th Street and Park Hill Avenue

This location was chosen to represent views to the south toward I-94 from a residential north-south oriented street that does not have views screened by vegetation. Viewers include people living along this street and nearby residents driving south of 36th Street. The most memorable object seen in this view is the electrical transmission line structure and the two utility poles that frame it from this location. The vividness rating is between moderately low and low. The intactness rating of low is largely due to the presence of the electrical transmission line structure and conductors. The mixture of objects seen from this view (including rooftops of buildings south of I-94) result in a unity rating of low. The overall visual quality rating of this view is low.

Vividness = 2.5
Intactness = 2
Unity = 2
Overall Visual Quality Rating =2.2

KOP 12: 32nd Street and Park Hill Avenue

This southern view from 32nd Street, north of Park Hill Avenue, includes a view of the I-94 overpass. It was selected to display how changes associated with the alternatives would change views from this location (which is near single-family residences to the east and a nine-story, multifamily building to the west). Viewers include nearby residents and people travelling south under the overpass. The view from this location is not memorable or distinctive, and the vividness rating is moderately low. The overpass and roadway dominate views from this location and contribute to an intactness rating of low. Transportation elements are the main features seen from this view and create a somewhat unified scene that results in a unity rating of average. The overall visual quality of the view is moderately low.

Vividness = 3
Intactness = 2
Unity = 4
Overall Visual Quality Rating =3

4.3.6 Landscape Unit 6: Menomonee Valley

Landscape Unit 6 is located along a part of the Menomonee Valley that is south of I-94. The area is industrial and commercial in land use and character and has few sensitive viewers. I-94 passes to the north above this low-lying landscape unit, and views of it are often interrupted by large-scale features such as industrial/commercial buildings and elevated roads/overpasses.

Two photographs from Landscape Unit 6 are included in Attachment 1 to illustrate views towards I-94 from within the landscape unit. Because of the lack or sensitive viewers in this landscape unit, its utilitarian character, and its low visual quality, no KOP was selected for Landscape Unit 6.

5 Visual Impacts

The following subsections describe the impacts that the alternatives being evaluated would have on the visual quality of views seen by sensitive viewers. As described previously in the methodology section, if an alternative being assessed would produce a change in visual quality of one or more visual quality categories (for example, moderately high to average, or moderately low to low) in an area where people with high viewer sensitivity (residents and cemetery visitors) would see it, the impact would be considered to be of substantial intensity for NEPA determination. If viewers with moderate to low sensitivity observed a change of one visual quality rating, the impact would be considered of negligible or moderate intensity for the NEPA assessment. If there were a change in visual quality rating of two ratings or more (for example, from high to moderate), and the changes were viewed by people with high or moderate viewing sensitivity, the impact would be considered to be substantial for the NEPA determination. Changes in visual quality observed by people with low viewer sensitivity would be assumed to have impacts that would be of negligible or moderate intensity. In many landscape units (and KOPs) the presence of the alternatives would alter visual quality, but not enough to lower the visual quality ratings. These impacts would be considered to be of negligible or moderate intensity.

As part of the visual impact analysis, the potential for noise barriers to influence the visual quality of the viewshed along the project corridor was not analyzed. The reason for this is that the location of noise barriers will not be decided until later in the study process after local residents have a chance to decide if they want the noise barriers. The presence of noise barriers could block or interrupt views beyond I-94 for motorists driving on I-94. However, for most viewers looking towards I-94 from nearby areas, the presence of noise barriers (that would range between 4 and 6 feet in height) would not significantly alter visual quality of views looking towards the alternatives that are discussed in this section

5.1 West Segment Alternatives

Three alternatives were assessed for Landscape Unit 1 (West End): Alternative W1 (Braided Ramps); Alternative W2 (Collector-Distributor Roads); and the At-grade alternative. Alternatives W1 and W2 would replace the existing I-94 with two different configurations. Both Alternatives W1 and W2 would require parallel westbound and eastbound freeway lanes as well as braided ramps or collector-distributor roads (that would be built at different elevations than the freeway lanes). The freeway lanes of both alternatives would begin to gain elevation at approximately 62nd

Street so that they could converge with the Alternative C5 (Double Deck) that would pass through the cemetery segment (Landscape Unit 2). The at-grade alternative would be essentially the same elevation as the existing freeway and would be approximately two feet wider. The additional two feet of width would be not be noticed by most viewers. With this alternative the 68th/70th Street interchange would be rebuilt in its current configuration and freeway entrance and exit ramps at the Hawley Road interchange would be removed in Landscape Unit 1.

5.1.1 Alternative W1: Braided Ramps

Most of Alternative W1 would be constructed at or near-grade, but the part east of 62nd Street would be elevated to connect with the double-deck alternative in the cemetery segment. The discussion of impacts to visual resources associated with Alternative W1 distinguishes between the impacts from the at-grade portion of the alternative and the elevated part. The at-grade portion (and the elevated part) of Alternative W1 would expand the I-94 corridor approximately 100 feet north into the 138-kV electrical transmission line right-of-way. The existing transmission line would be moved north to the edge of the existing right-of-way. No residences would be removed from the north side of I-94. Residential relocations along the south side of I-94 that would be adjacent to the at-grade portion of the alternative would be required beginning just west of South 66th Street and continuing east to approximately South 62nd Street. Approximately 20 residences would be relocated and replaced by Alternative W1 components (local road and ramps). This would result in I-94 components being closer to the remaining residences than is currently the case.

The top of the crash barriers of the elevated portion of Alternative W1 would be as high as 60 feet above adjacent grade, and the elevated ramps would range from 0 to 60 feet (to the top of the crash barriers) above adjacent grade. The elevated westbound ramp and the north side of elevated west- and eastbound freeway lanes of the I-94 structure would be visible from the backs of residences north of the I-94 corridor that face Fairview Avenue (as well as some nearby residences on north-south oriented streets). On the southern side of I-94, an elevated (on columns) eastbound entrance ramp would be constructed as high as 25 feet above the adjacent grade and would be visible from residences near it. Views by people driving on the elevated westbound freeway lanes would be more expansive than current views from I-94. The views of people driving along the eastbound freeway lanes would be similar to existing views in most locations, although the views would include ramps that would be part of Alternative W1.

KOP 1: Dixon Street - Alternative W1 would introduce transportation components into this view just west of Hawley Road that would be seen by nearby residents. The Alternative W1 components would be larger in scale and mass than most of the elements that are current seen from this location (see Exhibit B-3 in Attachment 2 which is a simulation of Alternative W2, which in this location would be very similar in appearance to Alternative W1). The components depicted in the simulation included the two westbound freeway lanes (the upper structure) separating as they depart the double structure alternative, the westbound lane retaining wall/support structure, and the eastbound lane (the lower structure). The freeway lanes (and crash barriers lining them) and the support/retaining wall would slightly increase the vividness rating because of their large-scale, horizontal characteristics. The same characteristics that create a somewhat memorable view would be considered visual intrusions that would reduce the existing low intactness to very low. The visual unity rating would decrease from moderately low to between moderately low and low. The overall visual quality of the view would be reduced from between moderately low and low to low, which would be an impact of negligible intensity.

Vividness = 2.5 (Existing = 3)
Intactness = 1 (Existing = 2)
Unity = 2.5 (Existing = 3)
Overall Visual Quality Rating = 2.0 (Existing = 2.7)

Alternative W1: Braided Ramps Visual Impact Assessment

Alternative W1 would change the visual setting of Landscape Unit 1. The alternative would widen I-94, remove up to 20 residences on the south side of I-94, necessitate the relocation of the 138-KV electrical transmission line to the north of its current alignment, and introduce elevated transportation components into the eastern part of this landscape unit. Due largely to the existing presence of I-94 and the 138-kV electrical transmission line, the visual quality of views towards I-94 from within this landscape unit ranges from moderately low to low. Given the greater width and taller structures associated with Alternative W1 compared to the existing I-94, it would be seen over a greater area than I-94 is currently. However, when viewed from nearby areas, it would be consistent with the large-

scale transportation element character of the existing I-94 corridor. Alternative W1 would lower the visual quality of views towards it from nearby areas. However, the changes would not reduce the existing moderately low to low visual quality of views by residents in one or more categories, which is the criterion used in this VIA to determine a significant impact under NEPA. Alternative W1 would have an impact of negligible intensity on the visual quality of views towards I-94 from nearby areas in Landscape Unit 1.

5.1.2 Alternative W2: Collector-Distributor Roads

Alternative W2 (C-D roads) would require less lateral space on either side of I-94 than Alternative W1. As would be the case with Alternative W1, the western part of Alterative W2 would be constructed at, or near, grade. The eastern portion of Alternative W2 would require elevated structures to access the double deck alternative that would pass through the cemetery segment (Landscape Unit 2). The impacts of the at-grade section of the alignments discussed in the previous section, Alternative W1, would be very similar to this alternative. The main difference would be that Alternative W2 would require less horizontal area than Alternative W1 and would require the removal of fewer residences (approximately 8 with the 70th/68th Street Split Diamond Interchange Alternative and approximately 12 with the 70th Street Diamond Interchange Alternative). The primary differences between Alternatives W1 and W2 would be the elevated parts of their routes. With Alternative W2, the westbound collector-distributor road and westbound lanes of I-94 along the north side of the alignment would be built at, or close to, grade. In addition, Alternative W2 would not require as much space north of the existing I-94 alignment as Alternative W1 would. Some sections of Alternative W2 components on the south side of I-94 such as collector-distributor roads and ramps connecting with freeway lanes would be built on elevated structures, and other sections would be at-grade. The top of the eastbound structure that would cross over Hawley Road would be approximately 35 feet above the adjacent grade. It would be clearly seen from adjacent residences and some nearby residences on north-south oriented streets. Views by people driving on the elevated eastbound freeway lanes, ramps, and collector-distributor roads would be more expansive than current views from I-94. People driving on the essentially at-grade westbound freeway lanes and collector-distributor road would have views that would be similar to existing views in most locations.

KOP 1: Dixon Street - From this location just west of Hawley Road, Alternative W2 would be very similar in appearance to Alternative W1 (see Exhibit B-3 in Attachment 2). The primary difference between the two alternatives would be that with Alternative W2, slightly more of the electrical transmission line structure and trees next to it would be visible between the upper (eastbound) and lower (westbound) structures compared to Alternative W1. There would be slightly more visual connection between this location and the objects north of the Alternative W1 structures, but because of the low visual quality of the viewed objects, there would be little to no improvement in visual quality compared to Alternative W1. Alternative W2 would have an impact of negligible intensity to views towards I-94 from KOP 1.

Vividness = 2.5 (Existing = 3)
Intactness = 2 (Existing = 2)
Unity = 2.5 (Existing = 3)
Overall Visual Quality Rating = 2.0 (Existing = 2.7)

Alternative W2: Collector-Distributor Roads Visual Impact Assessment

Alternative W2 would be similar to, and consistent with, the existing major transportation element character of the portion of the I-94 corridor that passes through Landscape Unit 1. The alternative would not reduce the existing moderately low to low visual quality ratings of views from within this landscape unit towards I-94 one rating or more. Therefore, Alternative W2 would have an impact of negligible intensity.

5.1.3 At-Grade Alternative

The at-grade alternative would essentially retain I-94 at its current elevation as it travels through Landscape Unit 1. I-94 would be expanded to four lanes in each direction and would be slightly wider than it is currently. The 68^{th}/70^{th} Street interchange would be rebuilt in its current configuration and freeway entrance and exit ramps at the Hawley Road and Mitchell Boulevard (east of Landscape Unit 1) interchanges would be removed. The view from KOP 1: Dixon Street would be similar to the existing view in terms of the elevation of the overpass above the adjacent grade.

At-Grade Alternative Visual Impact Assessment

Because the at-grade alternative would have essentially the same grade and close to the same width as the existing freeway, its character would not change, nor would the visual quality of views towards it from residences to the north and south. Views by motorists driving on this part of I-94 would also not change greatly. The reconstruction of the 68th/70th Street interchange (the alignment would be the same as the existing alignment)would not change the character or visual quality of areas near the interchaage. The removal of freeway entrance and exit ramps at the Hawley Road interchange (and the Mitchell Boulevard interchange east of Landscape Unit 1) would not change the character of the freeway corridor or change the visual quality of views towards I-94 from areas near it or from the freeway by passing motorists. Impacts from the at-grade alternative would be of negligible intensity under NEPA.

5.1.4 West Segment Visual Impact Assessment Summary

All three alternatives would be consistent in character with the existing major transportation element character of the I-94 corridor that passes through Landscape Unit 1. Although both Alternatives W1 and W 2 would introduce new, large-scale components into the I-94 corridor, neither alternative would lower existing visual quality enough to have impacts of substantial intensity under NEPA. Differences between the two Alternatives in terms of how they would change the existing visual environment would include the Alternative W2 requiring less horizontal area than Alternative W1, and removing fewer residences. With Alternative W2, the westbound collector-distributor road and westbound freeway lanes of I-94 along the north side of the alignment would be built at, or close to, grade as opposed to much of these components being elevated with Alternative W1. Both alternatives would require elevated structures on the south side of I-94, although the retaining wall along the south side of the I-94 right-of-way associated with much of Alternative W 2 would be more visually prominent from areas to the south than would Alternative W1 structures. The at-grade alternative would essentially maintain the elevation of the existing freeway and slightly increase the width. The presence of the at-grade alternative and the removal of freeway entrance and exit ramps at the Hawley Road interchange (and the Mitchell Boulevard interchange east of Landscape Unit 1) associated with the at-grade alternative would not change the character of I-94 corridor or change the visual quality of views toward it. As a result, impacts from the at-grade alternative would be of negligible intensity under NEPA.

5.2 Cemetery Segment Alternatives

The structures associated with the double deck Cemetery alternatives would begin in Landscape Unit 1 (West End), pass through all of Landscape Unit 2 (Cemeteries), and continue south of Landscape Unit 3 (Story Hill) into Landscape Unit 4 (Miller Park). The footprints of all of the alternatives would stay within the existing 110-foot-wide I-94 right-of-way between the adjacent cemeteries (although temporary construction areas for Alternatives C2 and C5 within the cemeteries would likely be required). Alternative C2 would be at-grade. Alternative C5 would be above grade and would have two options; the All Up and Partial Down. A third option for a double deck alternative, the all down option, was considered, but not evaluated as part of this VIA because it's impact would be very similar to that of the at-grade alternative. The elevation of the at-grade alternative would be very similar to the existing I-94 elevation and would require the removal of exit and entrance ramps associated with interchanges at the west (Hawley Road) and east (Mitchell Boulevard) ends of the cemetery segments.

5.2.1 Alternative C2 (At-grade)

Alternative C2 would remain at-grade through Landscape Unit 2 but would require the removal the Hawley Road and Mitchell Boulevard interchanges. Existing views by sensitive viewers from within the cemeteries towards I-94 and beyond would essentially remain the same as it is today. The removal of the entrance and exit ramps to Hawley Road (which would be located in both Landscape Units 1 and 2) and Mitchell Boulevard would have little to no effect on the visual setting of the areas near them or from the cemeteries.

Mitchell Boulevard would continue to cross I-94, but would have two options related to its connection with the VA property. One option would provide a connection to the VA from Mitchell Boulevard and the other would not provide the connection. This would result in a change in elevation of I-94 in order to allow Mitchell Boulevard to connectwith the VA campus. If Mitchell Boulevard was to connect to the VA campus, I-94's elevation would be slightly higher, as would the new Zablocki Drive bridge.. Exhibit B-8 (Simulations D and E) depict how the Alternative C2 and the Zablocki Drive bridge options would appear from a location within the Wood National Cemetery. The

raising and replacing of the Zablocki Road bridge over I-94 would not change the visual character of areas near it or the visual quality of views towards it from the cemeteries.

KOP 6: Wood National Cemetery (South Side of I-94) - As depicted in Exhibit B8 (Simulations D and E) in Attachment 2, the presence of Alternative C2 would minimally change the existing view from this location. The only real change would be that the existing Zablocki Drive bridge would be replaced with taller structures. The option that would provide a connection to the VA from Mitchell Boulevard (see Exhibit B8) would require a slightly taller replacement structure for Mitchell Boulevard than the option that would not provide access (see Exhibit B8). Differences in the appearance to the two options when viewed from this location would be minimal.

Vividness = 4.5 (existing = 4.5)
Intactness = 3.5 (existing = 3.5)
Unity = 4.5 (existing = 4.5)
Overall Visual Quality Rating = 4.2 (existing = 4.2)

Alternative C2 (At-Grade) Visual Impact Assessment

Alternative C2 would not change the major transportation element character of the I-94 corridor from areas within the cemeteries that would have views of it. It would slightly change the appearance of I-94 (and remove the interchanges—most of which are not be seen by sensitive viewers within the cemeteries). Alternative C2 would have little impact on visual quality and would not reduce current visual quality one rating or more; therefore, its impact would be of negligible intensity under NEPA.

5.2.2 Alternative C5 (Double Deck): All Up and Partial Down Options

Both of the options being considered for Alternative C5 (All Up and Partial Down) would include a double-deck structure with 4 freeway lanes in each direction. The height from the top of the tallest double-deck structure being considered for the Alternative C5 All Up option would range from approximately 30 feet to approximately 10 feet above the adjacent grade. The Partial Down option would be similar to the All Up option, but would be lowered into the existing I-94 corridor. The top of the tallest double-deck structures being considered for the Partial Down option would be up to six to eight feet lower that the All-Up option. The double-deck structures associated with both options would intrude on views by sensitive viewers across I-94 from cemeteries on either side of I-94. Although the elevated structure associated with the Partial Down option would be up to eight feet lower than the All Up option, there would be relatively little differences in view blockage. The KOP evaluations below provide more detail and Exhibits B-4 through B-10 in Attachment 2 contain simulations of both options of Alternative C5 as would be viewed from various locations.

The degree of impact of both the Alternative C5, All Up and Partial Down options would be dependent upon several factors, including how high the top of the double-deck structure would be compared to the adjacent grade, the type of structure used to support the components (solid walls would have slightly greater visual impacts than walls with openings for airflow), the degree of screening (if any) that would be provided to screen views of the double-deck (particularly the support walls), and the type of wall treatments that could be used to make the walls more visually appealing. Views by people driving on the top freeway lanes (the top deck) would be more expansive than current views from I-94, whereas views from the lower deck would essentially be blocked by adjacent structural walls (although some openings in the walls to allow airflow would potentially provide glimpses of adjacent areas).

The simulations that were developed for the KOPs below depict some views of Alternative C5 with a solid double-deck structure and some with openings for airflow. The openings would provide some visual connection between cemetery and areas behind the double-deck structure and would make the double-deck structure somewhat less massive in appearance (see Simulations B and C in Exhibits B-6 and B-8 in Attachment B). Because the All Up option would be taller than the Partial Down option, the air flow openings of the All Up option would be also be taller and would allow more of the area behind the double deck structure to be viewed compared to the Partial Down option. Depending upon the final design of the openings, the openings could introduce interesting architectural elements to the double-deck structure.

KOP 2: South Dana Court (adjacent to Beth Hamedrosh Hagodel Cemetery) - The top of the Alternative C5 All Up option crash barrier on the upper deck would be approximately 23 to 28 feet above grade. The double-deck

structure would block views by sensitive viewers to the south of the visual elements found in Spring Hill and Wood National cemeteries that contribute to vividness (see Exhibit B4 in Attachment 2). The vividness rating of the existing view would be reduced from above average to very low. From this location, the double deck would dominate views to the south and throughout the cemetery. It would be a major encroachment that would lower the existing lower-than-average intactness rating of views to the south to very low. Although not simulated, the top of the Alternative C5 Partial Down option would be approximately six feet lower than the All Up option and would not improve the visual quality rating of the view from this location. The overall visual quality rating of the Alternative C5 All-Up option would be lowered from slightly below average to between very low and low and would have an impact of substantial intensity to views from KOP 2.

Vividness = 1.3 (existing = 4.7)
Intactness = 2.0 (existing = 3.5)
Unity = 2.0 (existing = 3.0)
Overall Visual Quality Rating = 1.8 (existing = 3.7)

KOP 3: Beth Hamedrosh Hagodel Cemetery (East End) - The Alternative C5 All Up option would block existing southeastern and southern views (see Exhibit B-5 in Attachment 2). It would eliminate the visual connection between the cemetery and the main portion of Wood National Cemetery. The elements in the cemeteries that contribute to the vividness of the view would no longer be seen, and the vividness rating would be reduced from between moderately high and high to low. The double-deck would be an encroachment on the view, and the views intactness rating would be lowered from average to between lower than average and low. Views of the trees and cemetery elements on both sides of I-94 that create visual linkage would be lost, and visual unity would be reduced to lower than average. The overall visual quality of the KOP 3 view would change from between average and moderately high to between lower than average and low. The Alternative C5 All Up option would have an impact of substantial intensity to sensitive viewers near KOP 3. The Partial Down option would have similar impacts to sensitive viewers and the visual quality rating of the view from this location.

Vividness = 2.0 (existing = 5)
Intactness = 2.5 (existing = 4.0)
Unity = 3.0 (existing = 4.5)
Overall Visual Quality Rating = 2.5 (existing = 4.5)

KOP 4: Wood National Cemetery (North Side of I-94) - The double deck structure along this portion of the I-94 corridor would block southern views from this location towards the main part of Wood National Cemetery (see Exhibit B-6 in Attachment 2). The double deck structure associated with both the All Up and Partial Down options depicted in Exhibit B6 (solid wall, no visual openings) of Attachment 2 would reduce the vividness rating of the view from between moderately high and high to almost low. The intactness rating would also be lowered by the encroaching presence of the double deck, as would visual unity. The overall high visual quality rating of this view would be reduced to between moderately low and low. Both options of Alternative C5 without air flow openings would have impacts of substantial intensity to views by sensitive viewers from KOP 4.

Vividness = 2.0 (existing = 5.5)
Intactness = 2.5 (existing = 4.5)
Unity = 2.5 (existing = 5.0)
Overall Visual Quality Rating = 2.3 (existing = 5)

Exhibit B-6 of Attachment 2 also contains simulations of both the Alternative C5 All Up and Partial Down options with air flow openings. The openings would provide some visual connection with the main part of the Wood National Cemetery and provide architectural interest compared to a solid wall. The openings would have slightly less of an impact to the visual quality rating of the view from this location compared to double deck structures with no air flow openings.

Vividness = 3.0 (existing = 5.5)
Intactness = 2.5 (existing = 4.5)
Unity = 3.0 (existing = 5.0)

Overall Visual Quality Rating = 2.8 (existing = 5)

KOP 5: Spring Hill Cemetery - The double-deck of the Alternative C5 All Up option would block views to the north of most of the elements of the north parcel of Wood National Cemetery that can be seen from this location (the tops of trees would still be seen) as well as views of I-94 signage. Views of the rows of white headstones in Wood National Cemetery would be blocked by the long, continuous support wall of the double-deck as would other elements that currently create a vivid view (see Exhibit B-7 in Attachment 2). The vividness rating of almost high would be reduced to between moderately low and low. The existing intactness and unity ratings would also be lowered. The overall visual quality ratings of the view would be lowered from between average and high to between low and moderately low. The Alternative C5 All Up option would have an impact of substantial intensity to views to the north from KOP 5.

Vividness = 2.5 (existing = 5)
Intactness = 2.5 (existing = 4.5)
Unity = 3.0 (existing = 4.5)
Overall Visual Quality Rating = 2.7 (existing = 4.7)

KOP 6: Wood National Cemetery (South Side of I-94) - Views to the north of the northern parcel of Wood National Cemetery would be blocked by the double-deck structure (see Exhibit B-8 in Attachment 2) although the tops of trees north of I-94 would be seen. With the Alternative C5 Partial Down option there would be views of the top of elevated part of the Calvary Cemetery that would not be seen with the All Up option. The overall vividness rating and unity of the view from KOP 6 would be reduced from between average and moderately above average to lower than average. The overall visual quality rating would be lowered from average to lower than average. Both Alternative C5 options (no openings) would have impacts of substantial intensity to views from KOP 6.

Vividness = 3.0 (existing = 4.5)
Intactness = 2.5 (existing = 3.5)
Unity = 3.0 (existing = 4.5)
Overall Visual Quality Rating = 2.8 (existing = 4.2)

Exhibit B-8 includes simulations of both the Alternative C5 All Up and Partial Down options. The All Up option is simulated with no air flow openings (Simulation A). The Partial Down option is simulated with air flow openings (Simulation B). From this elevated viewing angle the air flow openings would not provide visual connection areas behind the double-deck structure of either option, but would provide architectural interest (particularly the All Up option) compared to a solid wall. The air flow openings would have slightly less of an impact to the visual quality rating of the view from this location compared to double deck structures with no air flow openings. Both Alternative C5 options would still have impacts of substantial intensity to views from KOP 6 by sensitive viewers.

Vividness = 3.5 (existing = 4.5)
Intactness = 3.0 (existing = 3.5)
Unity = 3.0 (existing = 4.5)
Overall Visual Quality Rating = 3.2 (existing = 4.2)

Alternative C5: All Up and Partial Down Options Visual Impact Assessment

The Alternatives C5 options would introduce large-scale transportation infrastructure into the I-94 corridor. The structures would reflect the existing major transportation infrastructure character that I-94 currently exhibits, but would block views between the cemeteries to varying degrees. Their presence would eliminate the expansive character of the views from the cemeteries. Air flow openings for the double deck structure with both the All Up and Partial Down options would provide some limited visual connection between the cemeteries (depending upon viewing location) and add architectural interest compared to solid walls. The double decks associated with the two Alternative C5 options would reduce the existing visual quality ratings all five KOPs in this landscape unit by one or more visual quality ratings and would have impacts of substantial intensity.

5.2.3 Cemetery Segment Visual Impact Summary

All of the alternatives would reflect the existing major transportation infrastructure character that I-94 currently exhibits. However, they would have different impacts on the character of adjacent cemeteries. Alternative C2 would

allow a visual connection between the cemeteries on both sides of I-94 to be maintained. The visual connection that is now possible (although degraded by the presence of I-94) visually connects the various cemeteries and creates the sense of a much larger and more expansive cemetery area than the individual cemeteries do by themselves.

The Alternative C5 options would block views between the cemeteries to varying degree. Both the All Up or Partial Down options would eliminate the expansive character of views from cemeteries on both sides of I-94 to the other side of I-94. Air flow openings for the double deck structure with both the All Up and Partial Down options would provide some limited visual connection between the cemeteries (depending upon viewing location) and add architectural interest compared to solid walls.

Alternative C2 would not have the degree of impact that the Alternative C5 options would have. Alternative C2 would have an appearance very similar to that of the existing freeway when viewed from the cemeteries and would have an impact of negligible intensity under NEPA, whereas both the Alternative C5 options would have impacts of substantial intensity. The double decks associated with the two Alternative C5 options would reduce the existing visual quality ratings all five KOPs in this landscape unit by one or more visual quality ratings.

5.3 Stadium Interchange Alternatives

The Stadium Interchange alternatives would be centered in Landscape Unit 4 (Miller Park), but would continue into, or be seen in close proximity from, Landscape Units 3 (Story Hill), 5 (Merrill Park), and 6 (Menomonee Valley). Three alternatives are being evaluated for the Stadium Interchange area, the portion of Alternative C5 that would enter this landscape unit, Alternative S2 (system interchange—low-speed, free-flow), and Alternative S3 (single-point interchange with free-flow ramps from I-94). All three would occur north and east of Miller Park in areas with no, or very few, sensitive viewers. The closest part of the Stadium Interchange area to sensitive viewers is the northwest part near the southern and eastern edges of the Story Hill neighborhood. Various combinations of roads and ramps would depart or merge with the main I-94 freeway lanes. The eastern part of the Story Hill neighborhood is not as high above adjacent terrain as the southern-southeastern part, but some areas have expansive existing views that include major transportation infrastructure (I-94, US 41, etc.), parking areas for Miller Park, and parts of Downtown Milwaukee, several miles away.

The east end of Alternative C5 would transition from the Cemetery Segment through the Stadium Interchange Segment past the Story Hill neighborhood. The top of the elevated freeway lanes would be slightly below that of some parts of the Story Hill Neighborhood.

Alternative S2 and S3 would have different combinations of elements (collector-distributor roads, entrance and exit ramps [at-grade and above grade], bridges, etc.) at varying distances from the Story Hill neighborhood. As in the Cemetery Segment alternatives discussion, the potentially most visible alternative component that might be used in the alternatives being considered were used to determine potential visual impacts to the Story Hill neighborhood. The structures that were modeled to determine impacts include continuations of the tallest possible double-deck alternative that would pass through the Cemetery Segment (Landscape Unit 2) and transition to a number of options just east of the southeast corner of the Story Hill neighborhood and elevated ramps. The impacts of alternative structures on the KOPs near them (KOPs 7, 8, 9 and 10) are described in the following subsections.

5.3.1 Alternative C5: All Up and Partial Down Options

If a double deck (Alternative C5) were built through the Cemetery Segment west of the Story Hill neighborhood it would transition eastward through the Stadium Interchange Segment to connect with I-94. Both the Alternative C5 All Up and Partial Down options would be higher than the existing I-94 structure. The following describes impacts associated with the portion of Alternative C-5 in Landscape Unit 4 (Miller Park) that would be near two KOPs in the Story Hill neighborhood.

KOP 7: Story Parkway - The top of the upper freeway lanes of the elevated structure of both the Alternative C5 All Up and Partially Down options as well as vehicles travelling on it would be seen through the shrubs and trees that line the south side of Story Hill Parkway during leaf-off conditions by residents living near this location or passing by (see Exhibit B-9 in Attachment 2). During leaf-off conditions, the All Up option would block slightly more of the hillsides seen in the distance beyond the upper freeway lanes than the Partial Down option would. The upper lanes of

the structure and vehicles travelling on it would slightly lower vividness, but would not interfere with views of the iconic Miller Park or the hillsides beyond. At night during leaf-off conditions, vehicles lights from vehicles on the elevated structure could be seen. During leaf-on conditions, the lights would likely not be seen, nor would much of the structure of either option. The viewed landscape contains a mix of uses, including extensive parking areas, which is why its visual integrity was rated as between average and moderately low. With part of the upper freeway lanes and vehicles added to the view, visual integrity would be reduced to moderately low. The overall visual quality of the view from this location during leaf-off conditions would decrease from average to between average and moderately low. This change would produce an impact of negligible intensity.

Vividness = 3.3 (existing = 5.0)
Intactness = 3.0 (existing = 3.5)
Unity = 3.0 (existing = 3.5)
Overall Visual Quality Rating = 3.1 (existing = 4.0)

KOP 8: Story Parkway and Pinecrest Street - During leaf-off conditions, the upper freeway lanes of the elevated structure associated with the Alternative C5 All Up and Partially Down options and vehicles on it would be seen through branches by residents and people passing by (see the simulation of the All Up option depicted in Exhibit B-10 in Attachment 2). The unremarkable view from this location would not change with the presence of the elevated structure and its moderately low vividness rating would remain the same. The elevated structure would block existing views of the parking areas in the valley below, seen through the bare branches, which would slightly improve visual intactness (as would the removal of the existing I-94 sign depicted in the simulation). The presence of the elevated structure would somewhat lower visual unity during leaf-off conditions. The overall visual quality rating during leaf-off conditions would somewhat decrease compared to existing conditions, but would not change during leaf-on conditions, when the elevated structure and most vehicles travelling on it would be screened by vegetation. During leaf-off conditions, visual quality would decrease from between average and moderately low to moderately low. During leaf-on conditions visual quality would decrease very little, if at all. The Alternative C5: All Up option would produce an impact of negligible intensity.

Vividness = 3.0 (existing = 3.0)
Intactness = 3.0 (existing = 3.0)
Unity = 3.0 (existing = 3.5)
Overall Visual Quality Rating = 3.0 (existing = 3.2)

Alternative C5: All Up and Partial Down Options Visual Impact Assessment

The components of the upper freeway lanes of the elevated structures of both the Alternative C5 All Up and Partially Down options would be taller than the existing I-94 structure. The upper freeway and structures vehicles travelling on them would be seen from some areas of the Story Hill neighborhood during leaf-off conditions. The structures would partially block generally unremarkable views of industrial areas in the Menomonee Valley, but would not greatly decrease visual quality. During leaf-off conditions, Alternative C5 would have an impact of negligible intensity. During leaf-on conditions, view of Alternative C5 components would be generally screened by vegetation. Impacts would be less than those described during leaf-off conditions.

5.3.2 Alternative S2 (System Interchange—Low-Speed, Free-Flow)

The alternative would require several components such as collector-distributor roads and ramps that would be northwest of the center of the Stadium Interchange and be located between the interchange and the edges of the Story Hill Neighborhood. The closest components would be located along the eastern edge of the Miller Park parking area and would be approximately 550 to 600 feet east of Story Parkway. The following describes impacts associated with Alternative S2 that would be seen from two KOPs in the Story Hill neighborhood. A number of structures associated with Alternative S2 would be clearly seen from this location. The structures would be located within part of the Miller Park parking lot that is seen clearly from this location and would block views behind them. The vividness rating of this unremarkable view would not change, nor would it visual unity. Intactness would be slightly reduced from between moderately low and low to low. Overall visual quality would be lowered slightly but would remain between moderately low and low. Alternative S2 would produce an impact of negligible intensity.

Vividness = 2.5 (existing = 2.5)
Intactness = 2 (existing = 2.5)
Unity = 3 (existing = 3)
Overall Visual Quality Rating = 2.5 (existing = 2.7)

Alternative S2 (System Interchange—Low-Speed, Free-Flow) Visual Impact Assessment

Alternative S2 would contain components that would be seen from some locations along the edge of the Story Hill neighborhood. The components would not greatly change the visual quality of outward views from these locations or block views of vivid or memorable elements (views of Miller Park would remain). Views from along most of North Story Parkway are blocked during leaf-on times of the year by trees and shrubs planted north and east of North Story Parkway. Changes associated with Alternative S2 would not reduce the existing moderately low to low visual quality of views by residents in one or more categories. Alternative S2 would result in an impact of negligible intensity to views from the Story Hill Neighborhood.

5.3.3 Alternative S3 (Single Point Interchange Alternative)

Compared to Alternative S2, this alternative would have taller structures adjacent to the southern edge of the neighborhood and fewer components located in the Miller Park parking area east of the Story Hill Neighborhood. The taller structures would include higher elevated freeway lanes and ramps that would be seen to varying degrees as described in the descriptions of the following four KOPs located along the southern and eastern edges of the Story Hill neighborhood.

KOP 7: Story Parkway - An elevated ramp that connects US 41 with the elevated freeway lanes of Alternative S3 would be seen through shrubs that line the south side of Story Hill Parkway during leaf-off conditions (see Exhibit B-9 in Attachment 2). The Alternative S3 components would block views of the Miller Park parking areas, but would also block views of part of Miller Park. This alternative would change views to the south more than Alternative S2 would, particularly during leaf-off conditions. It would reduce vividness and intactness slightly and lower overall visual quality from average to almost moderately low and would result in an impact of negligible intensity.

Vividness = 4.0 (existing =.5.0)
Intactness = 3.0 (existing = 3.5)
Unity = 2.5 (existing = 3.5)
Overall Visual Quality Rating = 3.2 (existing = 4.0)

KOP 8: Story Parkway and Pinecrest Street - During leaf-off conditions an elevated ramp and the freeway lanes of the elevated structure of Alternative S3 would be seen and would block views of parking areas associated with Miller Park (see Exhibit B-10 in Attachment 2 which is a simulation of Alternative C5, but very similar in appearance to Alternative S3). During leaf-on conditions, these components would be more difficult to see. The presence of the Alternative S3 components would somewhat lower the existing visual quality components and overall visual quality during leaf-off conditions, but would produce an impact of negligible intensity. During leaf-on conditions visual quality would decrease very little.

Vividness = 3.2 (existing = 3.2)
Intactness = 3.5 (existing = 3.0)
Unity = 3.0 (existing = 3.5)
Overall Visual Quality Rating = 3.1 (existing = 3.4)

KOP 9: Story Parkway (Northeast West Clarendon Place) - Alternative S3 components would be seen along the eastern edge of the Miller Park parking area or along the I-94 corridor behind it (see Exhibit B-11 in Attachment 2). The components would be seen from some areas along Story Parkway, but would be similar in character to the existing views of the Stadium Interchange area. The overall visual quality rating of between average and moderately low would not change with Alternative S3. Impacts would be of negligible intensity.

Vividness = 3.5 (existing = 3.5)
Intactness = 3.0 (existing =2.5)
Unity = 4.0 (existing = 4.5)

Overall Visual Quality Rating = 3.5 (existing = 3.5)

KOP 10: Yount Drive and Story Parkway - Alternative S3 components would be seen along the eastern edge of the Miller Park parking area and/or along the I-94 corridor behind it (see Exhibit B-12 in Attachment 2). The components of Alternative S3 that would be seen would be similar in character to the elements associated with Stadium Interchange and the portions of each freeway that that can be seen from this location. The overall visual quality would be slightly reduced but would remain between moderately low and low and impacts would be of negligible intensity.

Vividness = 2.5 (existing = 2.5)
Intactness = 2 (existing = 2.5)
Unity = 3 (existing = 3)
Overall Visual Quality Rating = 2.5 (existing = 2.7)

Alternative S3 (Single Point Interchange Alternative) Visual Impact Assessment

Components of Alternative S3 would be seen from the portions of the Story Hill neighborhood described above during leaf-off conditions. The components would not greatly change the visual quality of outward views from these locations, even during leaf-off conditions or block views of vivid or memorable elements such as Miller Park. Views from along much of Story Parkway are blocked during leaf-on times of the year by trees and shrubs planted along Story Parkway. Changes associated with Alternative S3 would not reduce the visual quality ratings of views by one or more categories, which is the criterion used in this VIA to determine a significant impact under NEPA. The impact of Alternative S3 on views from the Story Hill Neighborhood towards the I-94 corridor and the I-94/US 41 interchange area would be of negligible intensity.

5.3.4 Stadium Interchange Segment Visual Impact Summary

Components of the three alternatives would be seen to varying degrees from several locations along the southern and eastern edges of the Story Hill neighborhood. Most views from Story Hill Parkway in the south and eastern parts of the neighborhood are screened, or partially screened, by roadside vegetation. As depicted in the simulations from KOPs 7 and 8, the top of the upper freeway lanes and vehicles on them associated with both the All Up and Partial Down options of Alternative C5 (Double Deck) would be seen during leaf-off conditions. They would be difficult to see during leaf-on conditions. The overall visual quality of the unremarkable views to the south would decrease slightly during leaf-off conditions, and would not decrease appreciably during leaf-on conditions. The impacts from Alternative C5 would be of negligible intensity. The components (a ramp and part of the freeway lanes on the elevated structure) of Alternative C5 that were simulated for KOP 7 and KOP 8 would be slightly lower in elevation than adjacent viewing areas along the south side of Story Hill Parkway. The components would be at least partially screened by roadside vegetation. Where not screened by vegetation, the presence of the components (and vehicles on them) would somewhat lower the existing visual quality of views, but would not reduce the existing visual quality categories by one or more categories. Therefore, the intensity of the impacts of Alternative S2 would be negligible. The elevated components of Alternative S3 would be more visible from KOP 7 and 8 (at least during leaf-off conditions) than the Alternative S2 components would be. Views of Miller Park stadium would remain with both alternatives. Due to the generally unremarkable views to the south, average to between average and moderately low visual quality, neither alternative would have significant impacts to views from the section of Story Hill Parkway adjacent to the Story Hill neighborhood.

Along the east side of the neighborhood, views to the east and southeast are generally more open, and components of the alternatives would be seen from more locations along Story Hill Parkway (or nearby areas). The alternative components would not be out of character with the existing transportation features and large parking lot that are currently part of the views seen from this part of the neighborhood. The alternatives would change some views towards US 41 and the Stadium Interchange, and could somewhat lower visual quality. However, the existing visual quality categories would not be lowered one or more categories with either Alternative S2 or S3. Therefore, the intensity of the impacts of the alternatives would be negligible.

5.4 East Segment Alternatives

The East Segment Alternatives would pass through and/or be visible from Landscape Units 5 (Merrill Park) and 6 (Menomonee Valley). Landscape Unit 6 is industrial in use and character and, as explained in the Existing Conditions Section, is not considered to contain sensitive viewers. No KOPs were selected or simulations developed for Landscape Unit 6. Because much of the portion of Landscape Unit 5 that the alternatives described in the following subsections pass near is a residential area at the south end of the Merrill Park neighborhood, two KOPs from that area were selected for this landscape unit.

Construction of ramps associated with all of the East Segment Alternatives would require the removal of most, or all, of the existing vegetation that grows on the slope between Park Hill Avenue and I-94. The off-alignment alternative would not remove adjacent vegetation east of 32nd Street East because it would be constructed several hundred feet south of the current alignment I-94 alignment.

5.4.1 Alternative E1: Braided Ramps

East- and westbound lanes would be widened south of the Merrill Park area and braided ramps constructed to the north and south of the east- and westbound lanes. The component of this alternative of most concern to views from the Merrill Park area would be the braided ramps that would be built north of, and higher than, the east and westbound lanes. Parts of the braided ramps would be at-grade and other parts would be elevated. The braided ramps would parallel much of Park Hill Avenue. The new ramps would replace existing ramps that provide connections from Park Hill Avenue (to 35th Street). They would be slightly lower in elevation than Park Avenue (elevation differences would vary by location).

KOP 11: 36th Street and Park Hill Avenue - The elevated braided ramp that would be seen at the end of 36th Street, and vehicles passing on it would be clearly seen from this location by residents in the area (see Exhibit B-13 in Attachment 2). It would not change the vividness rating of between moderately low and low. The elevated braided ramp would partially block views of areas in the valley below (the roofs of buildings, glimpses of roadways, etc.), but would not block enough of the view to change the intactness rating or greatly increase the low unity rating. The overall visual quality rating of between moderately low and low would not change. Alternative E1 would have an impact of negligible intensity.

Vividness = 2.3 (existing = 2.5)
Intactness = 2.0 (existing = 2.0)
Unity = 2.5 (existing = 2)
Overall Visual Quality Rating = 2.3 (existing = 2.2)

KOP 12: 32nd Street and Park Hill Avenue - The appearance of the I-94 overpass over 32nd Street would change with the new overpass (see Exhibit B-14 in Attachment 2). The existing single-structure overpass that contains both east- and westbound lanes would be replaced with four separate elevated structures: the west and eastbound lane structures, and two elevated collector-distributor roads. The four overhead structures would expand the bulk and scale of the overpass structure and would somewhat block views of the industrial area currently seen under the existing overpass. The degree of vividness would be slightly reduced, but would remain between moderately low and low. Intactness would remain the same, and the degree of visual unity would decrease slightly from average to between average and moderately low. The overall visual quality would essentially not change and would remain somewhat below moderately low, thus the impact to views from this location would be of negligible intensity.

Vividness = 2.5 (existing = 2.8)
Intactness = 2.0 (existing = 2.0)
Unity = 3.5 (existing = 4.0)
Overall Visual Quality Rating = 2.7 (existing = 2.8)
Alternative E1: Braided Ramps Visual Impact Assessment
From the Merrill Park neighborhood two aspects of this alternative would be noticeable. The braided ramps would be built north of, and higher than, the current east and westbound lanes and would partially block views of areas in the Menomonee Valley below (the roofs of buildings, glimpses of roadways, etc.), but would not block enough of the view to change the intactness rating or greatly increase the low unity rating. Construction of the ramps would require

the removal of most, or all, of the existing vegetation that grows on the slope between Park Hill Avenue and I-94. The types of views seen by people who would drive on components of Alternative E1 would be similar to existing views from I-94 and its associated components. The most noticeable difference would be along the north side of the alternative, where existing vegetation on slopes would be removed. The presence of the braided ramps would be consistent in character with the existing I-94 corridor. Their presence of the removal of the vegetation on the slope above I-94 would not decrease visual quality enough to have impacts of more than negligible intensity. Both the on- and off-alignment alternatives would have the same impact on these KOPs since the alignment does not begin to change until you get east of 31st Street.

5.4.2 Alternative E3: Split Diamond—Frontage Roads

Alternative E3 would develop a split-diamond interchange at 35th and 24th Streets, along with constructing one-way frontage roads adjacent to I-94 and introducing braided ramps between 35th Street and the Stadium interchange. It would involve different configurations of ramps, frontage roads, and collector-distributor roads than Alternative E1, and some of the components would be elevated at higher elevations than their counterparts in Alternative E1. As with Alternative E1, the construction of many of Alternative E3 ramps, frontage roads, and collector-distributor roads would require the removal of most, or all, adjacent vegetation.

KOP 11: 36th Street and Park Hill Avenue - The Alternative E3 elevated structures (a ramp and part of the westbound freeway lanes) that would be seen from KOP 11 would be very similar in appearance and impact to those of Alternative E1 (see Exhibit B-13 in Attachment 2). The presence of the components would partially block views of areas in the valley below (the roofs of buildings, glimpses of roadways, etc.), but the overall existing visual quality rating of between moderately low and low would not change. Alternative E3 would have an impact of negligible intensity to views from KOP 11.

Vividness = 2.3 (existing = 2.5)
Intactness = 2.0 (existing = 2.0)
Unity = 2.0 (existing = 2)
Overall Visual Quality Rating = 2.1 (existing = 2.2)

KOP 12: 32nd Street and Park Hill Avenue - The appearance of the I-94 overpass over 32nd Street would change with the Alternative E3 overpass. The overpass would be similar in appearance to the Alternative E1 overpass (see Exhibit B-14 in Attachment 2). The overall visual quality would essentially not change and the impact of the overpass would be of negligible intensity.

Vividness = 2.5 (existing = 2.8)
Intactness = 2.0 (existing = 2.0)
Unity = 3.5 (existing = 4.0)
Overall Visual Quality Rating = 2.7 (existing = 2.8)

Alternative E3: Split Diamond—Frontage Roads Visual Impact Assessment

Although some of the components of Alternative E3 would be higher in elevation than their counterparts in Alternative E1, impacts to character and visual quality would be essentially the same. The presence of the Alternative 3 braided ramps would be consistent with the character with the existing I-94 corridor and would not lower visual quality. The removal of the vegetation on the slope above I-94 would also be noticed by some viewers. These changes would not decrease visual quality enough to have impacts of more than negligible intensity.

5.4.3 Off-Alignment and On-Alignment Alternative Description and Impact Assessment

East of 32nd Street I-94 the off-alignment would be reconstructed several hundred feet south of its current alignment. Some of the off-alignment components would be potentially seen from some residences in the Merrill Park neighborhood north of Park Hill Avenue (although east of 32nd Street I-94 the components would be several hundred feet farther away). The presence of the components would not change the character of views to south that is heavily influenced by the existing I-94 and the industrial lands in the Menomonee Valley below or lower the visual quality of the views. Impacts would be on negligible intensity.

The on-line alternative would be the same as the off-line alternative except that east of 32nd Street I-94 would remain close to it's current alignment and ramps associated with 27th Street would remain as they are. As with the off-line alternative, this alternative would be consistent with the existing character of areas viewed from Merrill Park residences north of Park Hill Avenue that includes the existing I-94 and areas in the Menomonee Valley and would not change the visual quality of the views. The on-line alternative would have impacts that would be of negligible intensity.

5.4.4 East Segment Visual Impact Summary

Parts of all of the braided ramps associated with the east segment alternatives would be higher than current I-94 entrance and exit ramps and would be seen to varying degrees from some residences located at the edge of the Merrill Park neighborhood. In addition, construction of all the east segment alternatives braided ramps would require the removal of most, or all, of the existing vegetation that grows on the slope between Park Hill Avenue and I-94. The removal of vegetation would open up views of I-94 and industrial areas beyond from some areas that are currently screened by vegetation. The mitigation measures that address replanting trees that are identified in Section 7 would be implemented where appropriate. The braided ramps associated with the east segment alternatives would be consistent in character with the character of most of the southern views from this area that include I-94 and industrial areas beyond. The off-line alternative would remove less vegetation and be farther away from Park Hill Avenue because east of 32nd Street I-94 would remain close to it's current alignment and ramps associated with 27th Street would remain as they are. All of the East Segment Alternatives would have impacts of negligible intensity.

6 Summary of Visual Impacts to Landscape Units

The following subsections summarize the impacts of the alternatives being considered on each landscape unit.

6.1 Landscape Unit 1: West End

Alternative W2 (C-D roads)would have fewer impacts to visual character and quality than would Alternative W1 (Braided Ramps) because Alternative W1 would be narrower in width along the portion of route west of where lanes would become elevated to converge with the double deck (Alternative C5) than Alternative W2. Neither alternative would reduce visual quality more than one rating in areas with sensitive viewers. The at-grade alternative would essentially maintain the elevation of the existing freeway and slightly increase the width. Therefore, the visual impacts of all the West Segment alternatives would be of negligible intensity under NEPA.

6.2 Landscape Unit 2: Cemeteries

Alternative C2 would pass at-grade through Landscape Unit 2. It would slightly change the appearance of I-94 when viewed by people visiting adjacent cemeteries (sensitive viewers), but would be similar in character to the existing I-94 corridor. Alternative C2 would not reduce the visual quality of views from the cemeteries greatly and its impact would be of negligible intensity. The double-deck options (All Up, Partially Down) associated with the Alternative C5 would introduce long, linear, large-scale elements into Landscape Unit 2. The double deck would block views between the cemeteries on both sides of I-94, which despite the current presence of I-94, do have visual connections that positively contribute to the visual quality of the cemeteries. The presence of the Alternative C5 options double-deck would reduce the existing visual quality categories of all five KOPs in this landscape unit by one or more visual quality categories. The impact of the double-deck on views from the cemeteries would be of substantial intensity under NEPA.

6.3 Landscape Unit 3: Story Hill

Various improvements and components associated with the Stadium Interchange alternatives would be viewed by sensitive residential viewers from the southeastern and eastern edges of the Story Hill neighborhood. Components of both options of Alternative C5 and Alternatives S2 and S3 would pass near residential areas and would be potentially visible to varying degrees. However, because existing views from the four KOPs used to assess potential impacts are unremarkable and often include utilitarian elements such as parking areas and existing transportation infrastructure, the visual presence of the structures related to these alternatives and options would not significantly change the character of the views or lower the visual quality of views from the four KOPs (which ranges from average to less

than moderately low). Impacts from the Stadium Interchange alternatives would be of negligible intensity under NEPA.

6.4 Landscape Unit 4: Miller Park

Landscape Unit 4 has few, if any, sensitive viewers. The existing visual quality of views within this area ranges from average to low. Changes to the visual character and quality of views from areas near Miller Park as a result of alternatives associated with the Stadium Interchange would be minor and of negligible intensity under NEPA.

6.5 Landscape Unit 5: Merrill Park

The East Segment alternatives would have components that would be near the southern edge of the Merrill Park neighborhood and would be seen to varying degrees by residents. Elevated structures associated with Alternatives E1 and E3 would have the most potential to impact views from this area. However, because many of the views in the area already include views of transportation infrastructure and many are from elevated areas, the introduction of components associated with the East Segment alternatives would be consistent with the character of much of the landscape unit. The alternatives components that could be seen within the landscape unit would not lower the existing average to low visual quality of views in this landscape. The intensity of the impacts of the two East Segment alternatives would be negligible.

Some of the structures associated with Alternatives E1 (off-alignment and on-alignment) and E3 would be seen from some residences in the Merrill Park neighborhood north of Park Hill Avenue. The removal of existing vegetation along I-94 with these alternatives would open up some views to the south that are currently screened by the vegetation. The presence of the structures would be similar to that of the existing freeway that can be seen from areas that are not screened by vegetation and would not greatly lower existing visual quality or change the types of views of the industrial valley seen to the south from this area.

6.6 Landscape Unit 6: Menomonee Valley

Landscape Unit 6 is primarily industrial and commercial in use and character and has few, if any, sensitive viewers. The existing visual quality of views within this landscape unit ranges from moderately low to low. Changes to the visual character and quality of views within this area from alternatives associated with the Stadium Interchange Alternatives or East Segment Alternatives would be of negligible intensity under NEPA.

7 Mitigation Methods to Consider

The following mitigation measures to consider will not be part of the Final VIA (or the Draft VIA submitted for review). The ideas presented in the following subsections are intended to start a discussion of what mitigation measures might be appropriate. If specific measures are approved, they can be added to the simulations and impact assessments (with the measures in place) can be made. If vegetative screening is to be simulated, it is common to simulate what the vegetation will look like in the short term (5 years is often used) and longer term (15+ years).

7.1 West Segment Alternatives

Although neither Alternative W1 nor W2 would lower visual quality enough to have impacts of substantial intensity under NEPA, both alternatives would be seen by nearby residents. Some of the residents would likely be concerned about views of some of the components of the alternatives (particularly elevated structures). The following mitigation measures could be considered to improve views towards the alternatives for residents:

- At the ends of streets that dead-end against I-94, install screening or plant vegetation to screen or block views.
- Where there is room in the right-of-way of the alternative structures near residences, consider installing screening or planting vegetation to screen or block views.
- To reduce the size and contrast of large-scale features such as the structure wall depicted in Exhibit B-3 in Attachment 2, plant trees next to the structures to “soften” views of it, or between the structures and viewers to screen/block views of it.

- Consider encouraging American Transmission Co. to continue to use the same types of support structures they are currently using in the cleared right-of-way.

7.2 Cemetery Segment Alternatives

The taller elements being considered for the Alternative C5 options would have impacts to views from various cemeteries adjacent to I-94 that would be of substantial intensity. The impacts would be greater on the north side of I-94, where the height of structures compared to the adjacent grade would be higher than on the south side. Mitigation measures to consider include the following:

- The use concrete colors, patterns and textures in a way that diminishes the apparent size of double-deck support walls and breaks up the long, horizontal nature of the walls.
- If possible, use a different type of support structure (rather than walls) to support the upper deck to avoid long, horizontal walls.
- Consider the design of air flow openings in walls ("windows") of the double-deck support walls to diminish the double-deck support walls mass and long, horizontal nature and create architectural interest —similar to what is used near the Marquette Interchange.
- Use trees/shrubs where possible to screen; diminish the size of north-facing walls of the double-deck.
- On the lower, south-facing wall on the south side of I-94, consider a combination plants and screens or fences to break up the horizontal nature of the wall and to screen-block views of the elevated structures and vehicles travelling on them. Fences, screens, or art work could be placed along the top edge of the top of the structure. It may be necessary to relocate some graves to get enough room to plant trees, etc.

7.3 Stadium Interchange Alternatives

The two alternatives being considered near Story Hill would not lower visual quality enough to have impacts of substantial intensity under NEPA. They would, however, be potentially seen by nearby residents, at least during leaf-off conditions. The following mitigation measure would alleviate potential views of elevated structures and moving vehicles:

- Plant evergreen shrubs and/or small trees in the area south of Story Parkway to block leaf-off condition views.
- Consider reinforcing a feeling of community by working with community/neighbors to devise a roster of potential plants.

7.4 East Segment Alternatives

Mitigation measures same as West Segment Alternatives.

8 References

Federal Highway Administration. 1988. *Visual Impact Assessment for Highway Projects.* FHWA Publication HI-88-054. Available online: http://www.dot.ca.gov/ser/downloads/visual/FHWAVisualImpactAssmt.pdf.

Southeastern Wisconsin Regional Planning Commission. 2006. *2035 Regional Transportation System Plan (Planning Report No. 49)*.

9 Glossary

Dominant. The degree to which a theme or feature in the viewed landscape commands viewer attention. Size, shape, color, or other characteristics can contribute to the degree of visual dominance that a theme or feature has..

Intactness. See *Visual Quality* definition.

Key observation point (KOP). A specific location within a landscape unit that is selected to represent views within that landscape unit. A viewpoint is also selected so that the effects of a proposed alternative on visual quality can be assessed.

Key view. The specific view from a viewpoint or KOP that is used to describe existing visual conditions (and quality) and is also used to analyze the effects of a proposed action on visual quality. A viewpoint or KOP can have a number of views from it, or even a 360-degree view. The key view is a subset of the views from the viewpoint that is oriented towards a part of the total view that could be affected by a proposed alternative. The photograph used to represent the key view is taken with a 35-millimeter camera using a 50-millimeter focal length, which is the camera lens setting that is commonly used in visual assessment because it closely resembles the viewing angle (or cone) of the human eye.

Leaf-off conditions. Describes conditions or times of year when deciduous vegetation has lost its foliage.

Leaf-on conditions. Describes conditions or times of year when deciduous vegetation has foliage.

Scale. Proportionate size of elements in their landscape as compared with components in their surroundings.

Significant adverse effect. An effect that would lower the total visual quality rating two or more points.

Photo-simulation (simulation). Digitally enhanced images based on photographs taken of selected views. The images illustrate the probable changes due to the project and relative scales of the existing and proposed features.

Silhouetted. Elevated objects that extend above the horizon and "into" the sky from a viewing location are considered to be silhouetted against the sky. Silhouetted objects have the potential to be quite visible because they become part of the horizon and attract more visual attention than if they were located in front of objects (such as trees or hills) that would serve as the background and define the horizon.

Study area. The project area follows I-94 from west to east approximately 2.85 miles through central Milwaukee. The portion of the I-94 corridor that is examined in this VIA as the study area consists of areas from which changes associated with the alternatives could potentially be seen. The distance varies from adjacent to the changes to several blocks away or more.

Total visual quality rating. An average of the rating of the three characteristics (vividness, intactness, and unity) that define visual quality.

Unity. See *Visual Quality* definition.

Viewers. People who have views of or from the project. Viewers are usually discussed in terms of general categories of activities, such as residents, workers, recreationists (for example, park users, boaters, or bicyclists), pedestrians, or motorists (that is, both commuters and leisure travelers), and are referred to as "viewer groups."

Viewer sensitivity. The response of viewers looking at and from the project, both before and after the project. Low viewer sensitivity results when there are few viewers who experience a defined view or they are not particularly concerned about the view. Viewer sensitivity is expressed at low, medium, and high levels. High viewer sensitivity results when there are viewers who are very aware of, and concerned about, changes to the viewed landscape. Views of an area for long periods of time (or duration) and frequency accentuates sensitivity among viewers with high sensitivity. Low viewer sensitivity typically occurs when viewers have little concern or awareness of the viewed landscape and/or when views are short in duration (people pass by an area) and frequency.

Views. With the FHWA methodology, views of concern include views *of* the project from important viewing areas like nearby neighborhoods or bodies of water and views *from* the project (for example views from a new bridge or roadway). Views can be expansive such as from high viewpoints; linear such as along road corridors; or limited such as along a corridor or river channel.

Viewpoint. See *Key Observation Point* definition.

Viewshed. Areas from which a project can be seen and, conversely, areas from which viewers on a transportation project like a bridge or road can see.

Visual character. An impartial description of the viewed landscape. Character consists of, and is defined by, relationships between existing visible natural and built landscape features. The relationships are considered in terms of dominance, scale, diversity, and continuity. Features and resources that contribute to describing visual character may include the following:

- Landforms: types, gradients, and scale
- Vegetation: types, size, maturity, and continuity
- Land uses: height, bulk, scale, and architectural detail of associated buildings and ancillary site uses
- Transportation facilities: types, sizes, scale, and directional orientation
- Overhead utility structures and lighting: types, sizes, and scale
- Open space: type (for example, parks, reserves, greenbelts, and undeveloped land), extent, and continuity
- Water bodies, historic structures, and downtown skylines
- Apparent "grain" or textures, such as the size and distribution of structures and unbuilt properties or open spaces of the landscape
- Apparent upkeep and maintenance

Visual quality. An assessment of the composition of the character-defining features for selected views. This assessment asks: Is this particular view common or dramatic? Is it a pleasing composition (with a mix of elements that seem to belong together) or not (with a mix of elements that either do not belong together or are eyesores and contrast with the other elements in the surroundings)? Visual quality is evaluated in terms of vividness, intactness, and unity. These three characteristics are described as follows:

- ***Vividness*** is the degree of drama, memorability, or distinctiveness of the landscape components. It is composed of the following four elements that usually influence the degree of vividness:
  - Landform
  - Vegetation
  - Water features
  - Human-made elements
- ***Intactness*** is a measure of the visual integrity of the natural and human-built landscape and its freedom from encroaching elements. This factor can be present in well-kept urban and rural landscapes, as well as in natural settings. High intactness means that the landscape is free of eyesores and is not broken up by features that appear to be out of place. Intactness is composed of the following two primary elements that influence the degree of intactness:
  - Development
  - Encroachment
- ***Unity*** is the degree of visual coherence and compositional harmony of the landscape considered as a whole. High unity frequently attests to the careful design of individual components and their relationship in the landscape.

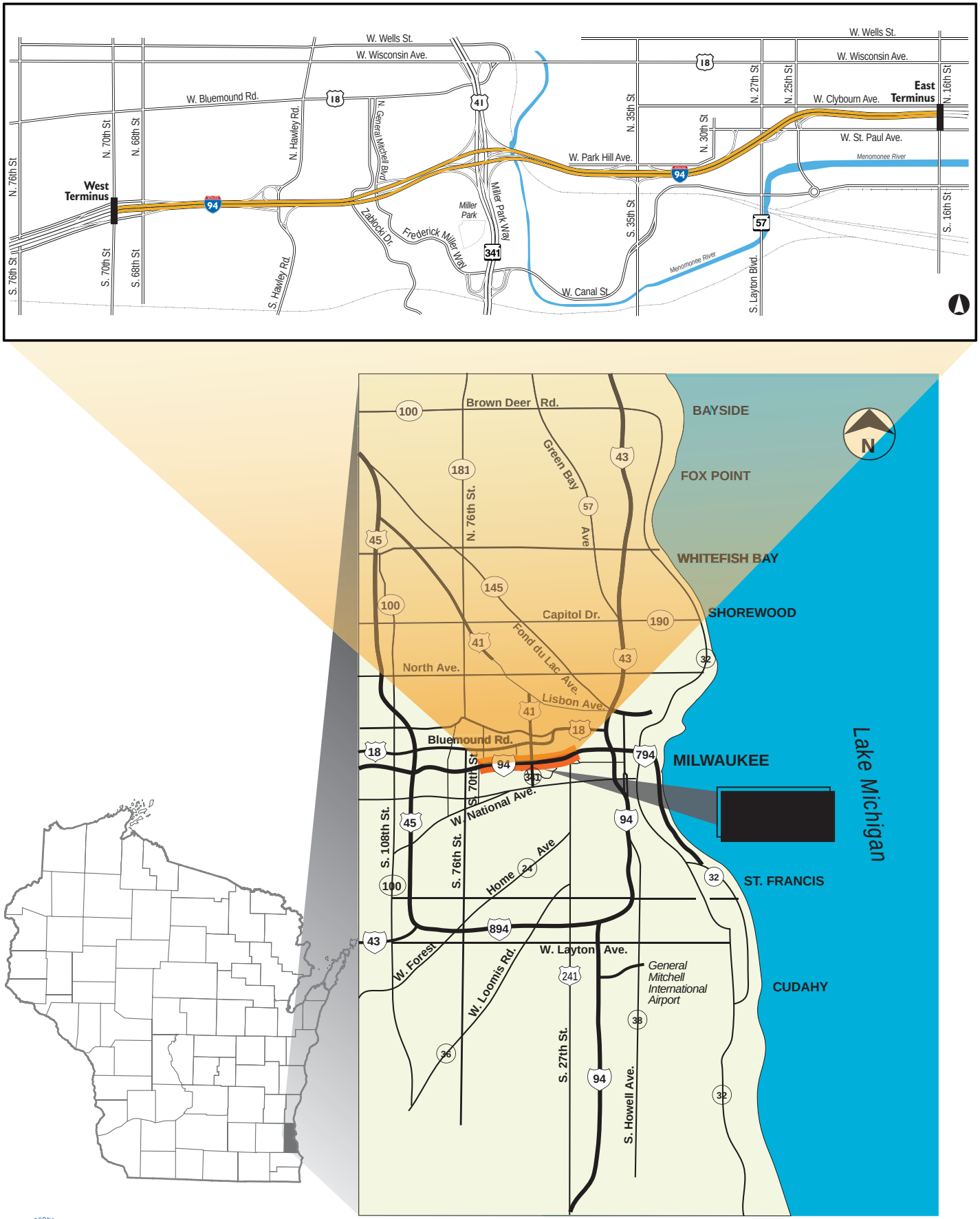
Visual Quality Ratings. For this VIA, the elements and characteristics discussed are rated between 1 (low) and 7 (high). The visual quality ratings and their descriptors are as follows:

- 1 – Very Low
- 2 – Low
- 3 – Moderately Low
- 4 – Average
- 5 – Moderately High
- 6 – High
- 7 – Very High

The ratings of the three characteristics (vividness, intactness, and unity) are then averaged to determine a total visual quality rating, which is also between 1 (low) and 7 (high). For example, if a view had a vividness rating of 6, an intactness rating of 7, and a unity rating of 5, the three ratings would be added and divided by 3, which would produce an average total visual quality rating of 6.

Vividness. See *Visual Quality* definition.

Exhibits



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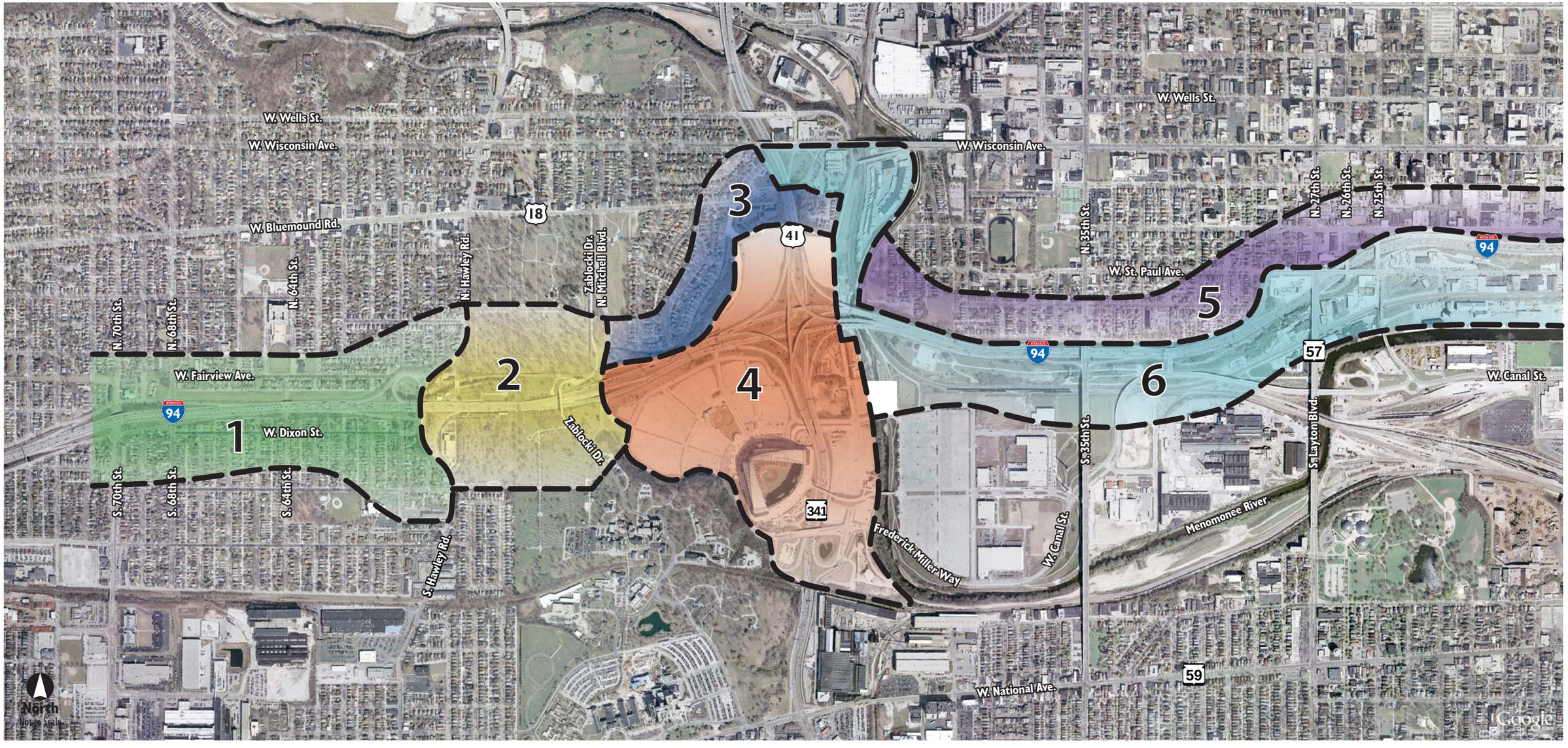
Federal Highway Administration

Exhibit 1
Project Location Map



LEGEND

Landscape Units

- 1. West End
- 2. Cemeteries
- 3. Story Hill
- 4. Miller Park
- 5. South Merrill Park
- 6. Menomonee Valley

U.S. Department of Transportation
Federal Highway Administration

Exhibit 2
Landscape Units

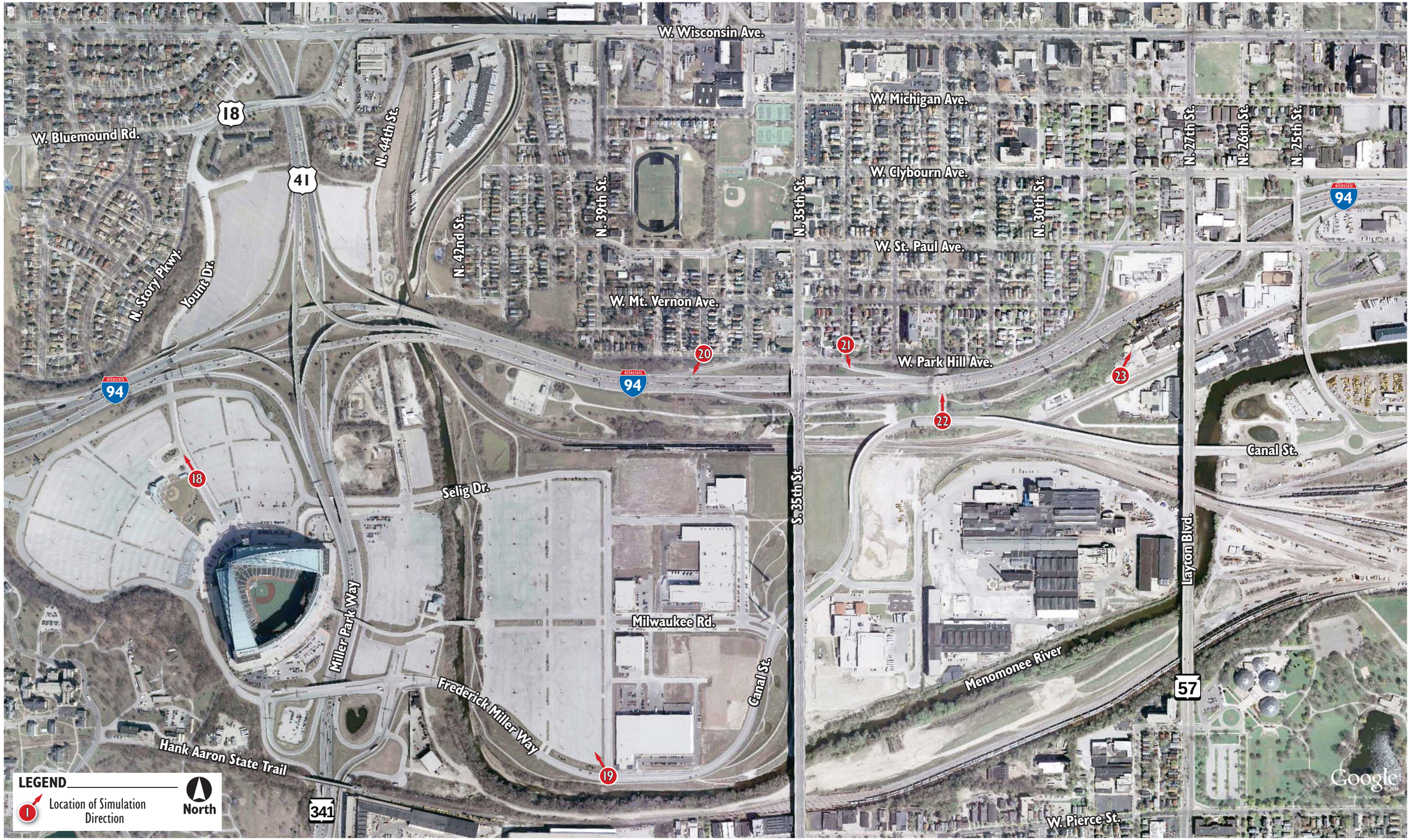
Attachment 1

Existing Conditions Photographs

Viewing

U.S. Department of Transportation
Federal Highway Administration

Exhibit A-1
Location of Photographs (west of interchange)



Viewing

U.S. Department of Transportation
Federal Highway Administration

Exhibit A-2
Location of Photographs (east of interchange)

Exhibit A-3: Location 1 (Landscape Unit 1) From eastbound W. Kearny Street just west of S. 68th Street looking east at I-94 overpass over S. 68th Street and the east-bound onramp to I-94.

Exhibit A-4: Location 2 (Landscape Unit 1) From eastbound I-94 east of S. 68th Street looking east.

Exhibit A-5: Location 3 (Landscape Unit 1) From S. 65th Street south of W. Fairview Avenue looking south towards the 138 kV electrical transmission line right-of-way embankment.

Exhibit A-6: Location 4 (Landscape Unit 1) From S. 64th Street north of W. Dixon Street looking north at I-94 overpass over 64th Street.

Exhibit A-7: Location 5 (Landscape Unit 1) From S. 61st Street north of W. Dixon Street looking north at the end of the street adjacent to I-94.

Exhibit A-8: Location 6 (Landscape Unit 2) From S. Hawley Court southeast of the Hunger Task Force building looking north at end of street adjacent to I-94.

Exhibit A-9: Location 7 (Landscape Unit 2) From S. Hawley Court northeast of the Hunger Task Force building looking northwest at I-94 . Note vehicles on I-94.

Exhibit A-10: Location 8 (Landscape Unit 2) From Beth Hamedrosh Hagodel Cemetery access road looking southwest at I-94 and the Spring Hill Cemetery mausoleum (the building on the right side of photograph adjacent to I-94). .

Exhibit A-11: Location 9 (Landscape Unit 2) From the north Wood National Cemetery parcel looking south at I-94 and the main part of Wood National Cemetery.

Exhibit A-12: Location 10 (Landscape Unit 2) From the Calvary Cemetery access road north of the _kV electrical transmission line corridor looking southeast.

Exhibit A-13: Location 11 (Landscape Unit 2) From Zablocki Drive bridge over I-94 looking west over I-94. Note the main part of Wood National Cemetery on left (south) side of I-94 and the north parcel on the right (north) side.

Exhibit A-14: Location 12 (Landscape Unit 2) From main part of Wood National Cemetery looking north at I-94 and north parcel of the cemetery.

Exhibit A-15: Location 13 (Landscape Unit 3) From intersection of N. Story Parkway and N. Pinecrest Street looking west along N. Story Parkway. Note the vegetation along the south side of the parkway that provdes varying degrees of screening.

Exhibit A-16: Location 14 (Landscape Unit 3) From N. Story Parkway looking south towards Miller Park.

Exhibit A-17: Location 15 (Landscape Unit 3) From the intersection of N. Story Parkway and Yount Drive looking south at Miller Park and along N. Story Parkway.

Exhibit A-18: Location 16 (Landscape Unit 3) From northwest quadrant of the intersection of N. Story Parkway and W. Bluemound Road looking east along W. Bluemound Road towards it's overpass over WIS 41..

Exhibit A-19: Location 17 (Landscape Unit 3) From southwest quadrant of W. Wisconsin Avenue/US 41 interchange looking east along W. Wisconsin Avenue towards the WIS 41 overpass.

Exhibit A-20: Location 18 (Landscape Unit 4) From Helfaer Field in the Miller Park parking lot south of I-94 looking northwest at I-94 and Story Hill behind it.

Exhibit A-21: Location 19 (Landscape Unit 4): From the intersection of Frederick Miller Way/W. Canal Street and Selig Drive (and the Hank Aaron Trail) looking northwest towards I-94.

Exhibit A-22: Location 20 (Landscape Unit 5) From N. 37th Street north of W. Park Hill Avenue looking south over I-94.

Exhibit A-23: Location 21 (Landscape Unit 5) From N. 34th Street north of W. Park Hill Avenue looking south at W. Park Hill Avenue and exit of off-ramp from I-94.

Exhibit A-24: Location 22 (Landscape Unit 6) From the intersection of N. 32nd Street and W. Canal Street looking north at I-94 overpass over N. 32nd Street.

Exhibit A-25: Location 23 (Landscape Unit 6) From W. Greves Street west of 27th Street looking northeast at I-94 retaining wall and S. 27th Street bridge over I-94.

Attachment 2

Simulations of Alternatives

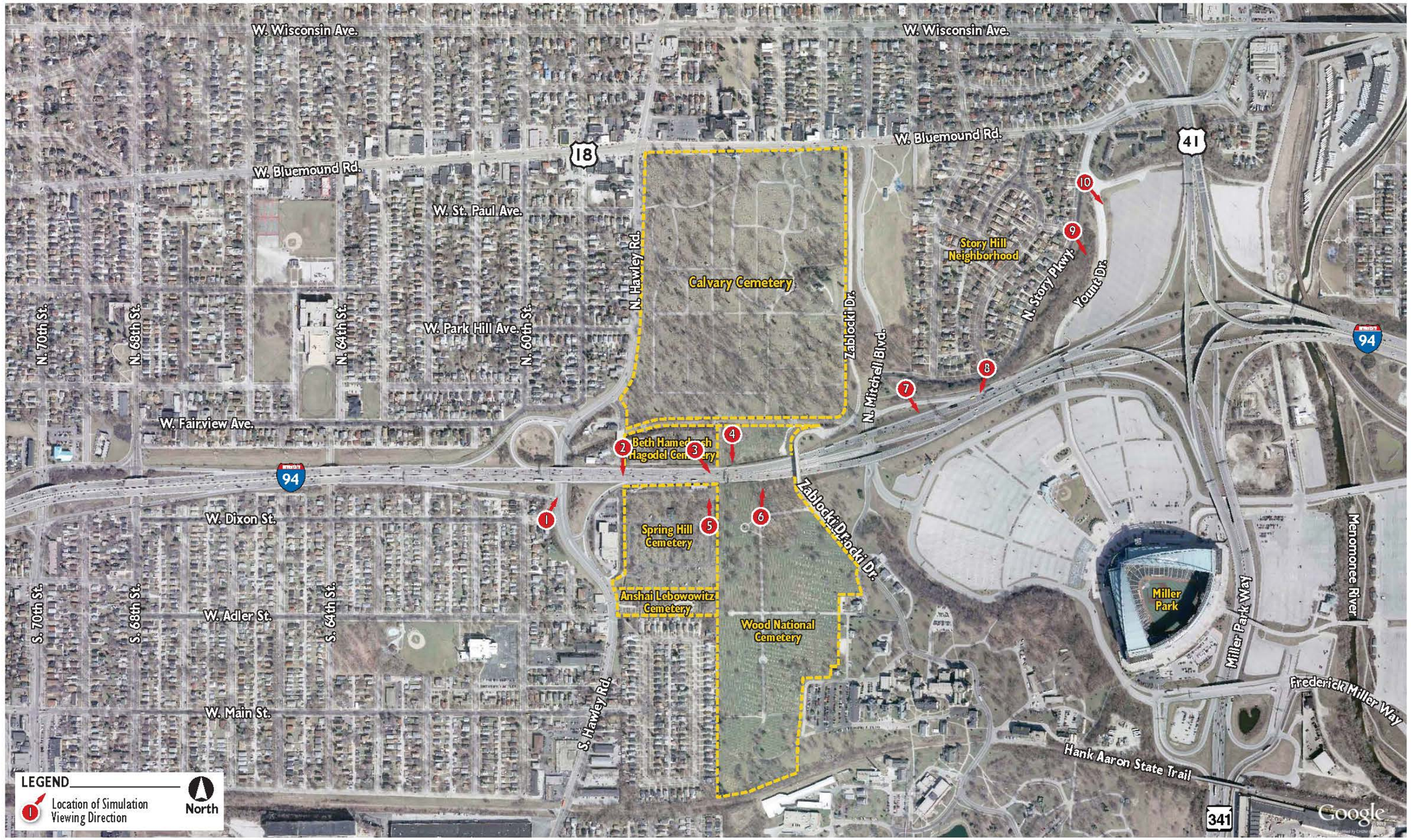


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Exhibit B-1
Location of Simulations (west of interchange)

TBG030513103341MKE B-1_Location_of_Simulations_Illest_v2.ai 05.31.13 mjl

U.S. Department of Transportation Federal Highway Administration

Exhibit B-2
Location of Simulations (east of interchange)

TBG3005151103341MKE B-2_Location_of_Simulations_East_v2.ai 05.31.13 mlj

Exhibit B-3. KOP 1

Existing Condition: From Dixon Street west of Hawley Road looking northeast at I-94 overpass.

Simulation: Alternative W2 (C-D Roads).

Exhibit B-4. KOP 2

Existing Condition: From Dana Court adjacent to Beth Hamedrosh Hagodol Cemetery looking south towards I-94 and Spring Hill Cemetery (note: Spring Hill Cemetery mausoleum – building behind white Beth Hamedrosh Hagol Cemetery sign).

Simulation: Modified Alternative C5 (Double-Deck) with the All Up option.

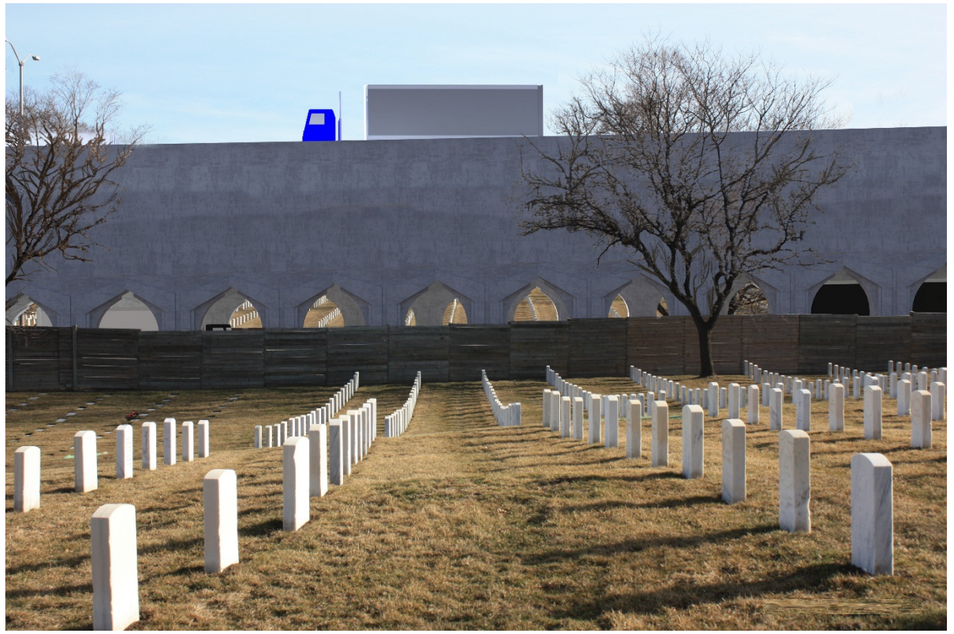
Exhibit B-5. KOP 3

Existing Condition: From east end of Beth Hamedrosh Hagodol Cemetery looking southeast at fence screening view of I-94 freeway lanes and main part of Wood National Cemetery.

Simulation: Modified Alternative C5 (Double-Deck) with the All Up option.

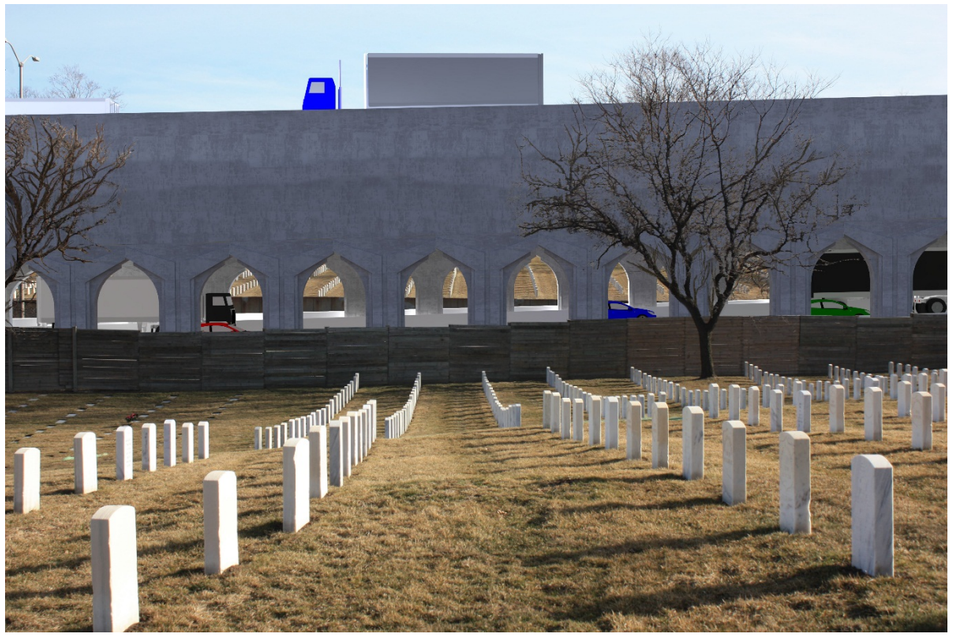
Exhibit B-6. KOP 4

Existing Condition: From Wood National Cemetery (north side of I-94) looking south at I-94 and main part of Wood National Cemetery beyond.



Simulation B: Modified Alternative C5 (Double Deck) with the Partial Down option and openings on the lower deck.

Simulation A: Modified Alternative C5 (Double Deck) with the All Up option.



Simulation B: Modified Alternative C5 (Double Deck) with the All Up option and openings on the lower deck.

Exhibit B-7. KOP 5

Existing Condition: From Spring Hill Cemetery (east end next to Wood National Cemetery) looking north over I-94 at north parcel of Wood National Cemetery.

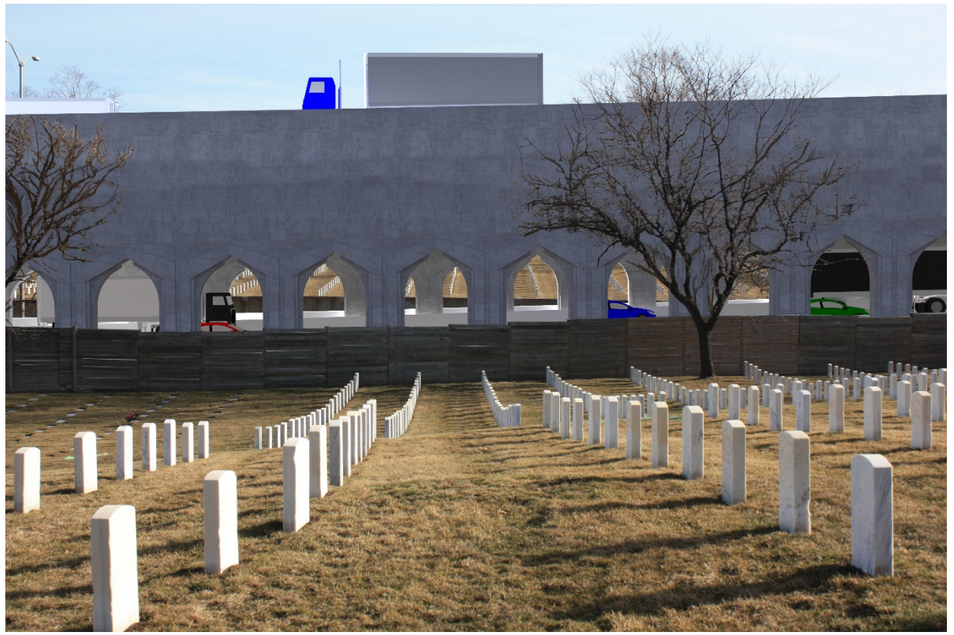
Simulation: Modified Alternative C5 (Double-Deck) with the All Up option.

Exhibit B-8. KOP 6

Existing Condition: From Wood National Cemetery (south side of I-94) looking north at north parcel of Wood National Cemetery.

Simulation B: Modified Alternative C5 (Double-Deck) with the Partial Down option and openings on the lower deck.

Simulation A: Modified Alternative C5 (Double-Deck) with All Up option.



Simulation C: Modified Alternative C5 (Double-Deck) with All Up option and openings on the lower deck.

Exhibit B-8. KOP 6 (continued)

Existing Condition: From Wood National Cemetery (south side of I-94) looking north at north parcel of Wood National Cemetery.

Simulation D: Modified Alternative C2 (At Grade) with no connection to VA from Mitchell Boulevard south of I-94.

Simulation E: Modified Alternative C2 (At Grade) with connection to VA from Mitchell Boulevard south of I-94.

Exhibit B-9. KOP 7

Existing Condition: From Story Parkway looking southeast towards Miller Park and parking areas.

Simulation: Modified Alternative C5 (Double Deck) with the Partial Down option.

Simulation: Modified Alternative C5 (Double Deck) All Up option.

Exhibit B-10. KOP 8

Existing Condition: From Story Parkway and Pinecrest Street looking south at I-94 sign and Miller Park parking areas.

Simulation: Modified Alternative C5 (Double Deck) with All Up option.

Exhibit B-11. KOP 9

Existing Condition: From N. Story Parkway looking southeast over Yount Drive towards the US 41/I-94 interchange, Miller Park parking areas, and the northeastern edge of Miller Park.

Simulation: Modified Alternative S3 (Single Point).

Exhibit B-12. KOP 10

Existing Condition: From Yount Drive (just east of Story Parkway) looking southeast towards entrance to Miller Park, parking areas, and the I-94/US 41 interchange.

Simulation: Modified Alternative S3 (Single Point).

Exhibit B-13. KOP 11

Existing Condition: From 36th Street north of Park Hill Avenue looking south.

Simulation: Alternative E1 (Braided Ramps).

Exhibit B-14. KOP 12

Existing Condition: From 32nd Street north of Park Hill Avenue looking south at I-94 overpass.

Simulation: Alternative E1 (Braided Ramps).

Attachment 3

Key Observation Point Visual Quality Rating Tables

Visual Resource Survey:		Existing Conditions
KOP Location:	West Dixon Avenue	Viewpoint: KOP 1
Vividness		
Feature	***Score****	***Notes***
Landform	3	Slight topographic change seen.
Vegetation	3	Sparse - most are trees on north side of I-94.
Human-Made	3	The tall vertical 138 kV support structure is somewhat vivid from this location, but in reality is one af a number of structures along the transmission line alignment.
Overall	**3.0**	
Intactness		
Overall	**2**	Structures seen from this location a utilitarian in use and appearance. 138 kV electrical transmission line structure is a large, vertical visual intrusion as is the overpass (but to a lesser degree becasue it has a horizontal form that is less visually contrasting than the support structure).
Unity		
Overall	**3**	The long horizontal form of the I-94 overpass provides a bit of visual unity to this view, despite the variety of very different appearing visual elements that detract from the overall visual unity of this view.
Overall Visual Quality Score	**2.7**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	Alt: B2 (C-D Roads)	With Project
KOP Location:	West Dixon Avenue	Viewpoint: KOP 1
Vividness		
Feature	***Score****	***Notes***
Landform	3	
Vegetation	2	Less vegetation is evident.
Human-Made	2.5	Large scale of new components and their domination of the view are not distinctive and look like other similar freeways at similar distances.
Overall	**2.5**	The freeway lanes (and crash barriers lining them) and the support/retaining wall would slightly increase the vividness rating because of their large-scale, horizontal characteristics.
Intactness		
Overall	**1**	New components are large-scale visual intrusions.
Unity		
Overall	**2.5**	New components block views of areas behind I-94 and their apperance and scale diminish unity when compared to residence (in this residential area).
Overall Visual Quality Score	**2.0**	The freeway lanes (and crash barriers lining them) and the support/retaining wall would slightly decrease the vividness rating because of their large-scale, horizontal characteristics. These same characteristics that create a somewhat memorable view would be considered visual intrusions that would reduce the existing low intactness to very low. The visual unity rating would decrease from moderately low to between moderately low and low. The overall visual quality of the view would be reduced from between moderately low and low, to low

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		Existing Conditions
KOP Location:	Dana Ct. - Beth HH Cemetery	Viewpoint: KOP 2
Vividness		
Feature	***Score****	***Notes***
Landform	5	See terrain beyond I-94
Vegetation	5	Trees and lawns memorable.
Human-Made	4	Headstones are memorable. Freeway, vehicles, and chainlink fence detract.
Overall	**4.7**	
Intactness		
Overall	**3.5**	
Unity		
Overall	**3**	Freeway detracts from unity of views to cemetery beyond.
Overall Visual Quality Score	**3.7**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		Modified Alt: C5 - All Up Option - Solid Wall
KOP Location:	Dana Ct. - Beth HH Cemetery	Viewpoint: KOP 2
Vividness		
Feature	***Score****	***Notes***
Landform	1	Views blocked.
Vegetation	1	Views blocked.
Human-Made	2	Views blocked.
Overall	**1.3**	
Intactness		
Overall	**2**	Views blocked.
Unity		
Overall	**2**	Views blocked.
Overall Visual Quality Score	**1.8**	**Note that air flow openings in elevated structure would slightly increase visual connection between both sides of freeway and architiectural detailing on openings and shape of openings would improve overall visual quality ratings by slightly increasing vividness and unity ratings.**

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		Existing Conditions
KOP Location:	Beth HH Cemetery	Viewpoint: KOP 3
Vividness		
Feature	***Score****	***Notes***
Landform	5	Hill visible beyond I-94.
Vegetation	5	Trees and lawn are somewhat vivid.
Water Feature	NA	
Human-Made	5	Cemeteries are positive elements, fencing and freeway signs detract.
Overall	**5.0**	
Intactness		
Overall	**4**	Fencing and signs somewhat detract from overall view intactness.
Unity		
Overall	**4.5**	Views over freeway contribute to unity.
Overall Visual Quality Score	**4.5**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		Alt. C5 - All Up Option
KOP Location:	Beth HH Cemetery	Viewpoint: KOP 3
Vividness		
Feature	***Score****	***Notes***
Landform	1	Views blocked.
Vegetation	3	Remaining tree somewhat screens elevated structure.
Water Feature	NA	
Human-Made	2	Views blocked and elevated structure is a large scale element. Condition of fencing more apparent.
Overall	**2.0**	
Intactness		
Overall	**2.5**	Elevated structure is a large scale intrusion that blocks views.
Unity		
Overall	**3**	Visual connection lost.
Overall Visual Quality Score	**2.5**	**Note that air flow openings in elevated structure would slightly increase visual connection between both sides of freeway and architectural detailing on openings and shape of openings would improve overall visual quality ratings by slightly increasing vividness and unity ratings.**

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	*Existing Conditions*
KOP Location: **Wood National Cemetery (North of I-94)**	Viewpoint: **KOP 4**
Landscape Unit:	

Vividness		
Feature	***Score****	***Notes***
Landform	5.5	Slope south of I-94 very apparent.
Vegetation	5.5	Lawn and trees create a uniform appearance, except where I-94 intrudes.
Water Feature	NA	
Human-Made	5.5	Historic features visible on each side of I-94 and vehicles passing by on it.
Overall	**5.5**	
Intactness		
Overall	**4.5**	
Unity		
Overall	**5**	
Overall Visual Quality Score	**5.0**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	Alt. C5 - All Up Option - Solid Wall
KOP Location: **Wood National Cemetery (North of I-94)**	Viewpoint: **KOP 4**

Vividness		
Feature	***Score****	***Notes***
Landform	1	View of slope blocked.
Vegetation	2.5	Views of area beyond wall blocked. Still have lawn and trees north of I-94.
Water Feature	NA	
Human-Made	2.5	Views of areas south of I-94 blocked. Headstones of graves still interesting features, but presence of elevated structure detracts.
Overall	**2.0**	
Intactness		
Overall	**2.5**	
Unity		
Overall	**2.5**	
Overall Visual Quality Score	**2.3**	**Note that air flow openings in elevated structure would slightly increase visual connection between both sides of freeway and architiectural detailing on openings and shape of openings would improve overall visual quality ratings by slightly increasing vividness and unity ratings.**

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	*Existing Conditions*		
KOP Location:	**Spring Hill Cemetery**	Viewpoint:	**KOP 5**
Landscape Unit:			

Feature	***Score****	***Notes***
Vividness		
Landform	5	Rolling terrain is visible on both sides of I-94.
Vegetation	5	Trees and lawns in both cemeteries quite visible.
Water Feature	NA	
Human-Made	5	Headstones in both cemeteries quite evident.
Overall	**5.0**	
Intactness		
Overall	**4.5**	Average to moderately high visual connection and intactness between both sides of I-94. .
Unity		
Overall	**4.5**	
Overall Visual Quality Score	**4.7**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	Alt C5 - All Up Option		
KOP Location:	**Spring Hill Cemetery**	Viewpoint:	**KOP 5**

Feature	***Score****	***Notes***
Vividness		
Landform	1.5	View of terrain beyond I-94 blocked.
Vegetation	3	Tops of trees north of elevated structure can be seen as well as trees and lawn in Spring Hill Cemetery.
Water Feature	NA	
Human-Made	3.5	Although visual connection with Wood National Cemetery lost, headstones are still interesting features. Elevated structure and vehicles passing by detract from view.
Overall	**2.7**	
Intactness		
Overall	**2.5**	Elevated structure intrudes on views.
Unity		
Overall	**3**	Connection with cemeteries north of I-94 lost.
Overall Visual Quality Score	**2.7**	**Note that air flow openings in elevated structure would slightly increase visual connection between both sides of freeway and architectural detailing on openings and shape of openings would improve overall visual quality ratings by slightly increasing vividness and unity ratings.**

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		*Existing Conditions*	
KOP Location:	**Wood National Cemetery (south of I-94)**	Viewpoint:	**KOP 6**

Feature	***Score****	***Notes***
Vividness		
Landform	4.5	Rolling terrain on both sides of I-94 very apparent.
Vegetation	5	Lawns and heavy presence of trees on both sides of I-94.
Human-Made	4	Cemetery components and I-94, vehicles passing on it, and an overcrossing compete for attention.
Overall	**4.5**	
Intactness		
Overall	**3.5**	Freeway, vehicles, and overpass intrude on this view.
Unity		
Overall	**4.5**	Despite freeway, vehicles and overpass, higher than average unity between cemeteries.
Overall Visual Quality Score	**4.2**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		**Alt C5 - All Up Option**	
KOP Location:	**Wood National Cemetery (south of I-94)**	Viewpoint:	**KOP 6**

Feature	***Score****	***Notes***
Vividness		
Landform	3	Rolling terrain north of I-94 no longer seen.
Vegetation	4	Views of lawns north of the elevated structure blocked but tops of trees can still be seen. Vegetation on south side of I94 still contributes to view and existing trees would somewhat soften presence of elevated structure by somewhat screening it.
Human-Made	2	Elevated structure intrudes on view and vehicles on top deck and ramp are quite apparent.
Overall	**3.0**	
Intactness		
Overall	**2.5**	Elevated structure and ramp would be intrusions closer to viewers from this location.
Unity		
Overall	**3**	Visual connection lost.
Overall Visual Quality Score	**2.8**	**Note that air flow openings in elevated structure would slightly increase visual connection between both sides of freeway and architectural detailing on openings and shape of openings would improve overall visual quality ratings by slightly increasing vividness and unity ratings.**

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		Existing Conditions
KOP Location:	N. Story Hill Parkway (west)	Viewpoint: KOP 7
Vividness		
Feature	***Score****	***Notes***
Landform	4.5	During leaf-off condtions, buidlings I the valley beyond I-94 and hillsides beyond can be seen.
Vegetation	5	Vegetation along side the parkway as well as vegettion on the hillsides to the south south (seen during leaf-off condtions) are important parts of this view.
Water Feature	NA	
Human-Made	5.5	Miller Park is an interesting visual elememnt. Signs associated with I-94 and the roofs of commercial - industrail buildings in the valley below I-94 detract from the view during leaf-off conditions.
Overall	**5.0**	
Intactness		
Overall	**3.5**	The view includes a variety of viewed elements that taken together have lower than average intactness.
Unity		
Overall	**3.5**	
Overall Visual Quality Score	**4.0**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		Alt C5 - All Up Option
KOP Location:	N. Story Hill Parkway (west)	Viewpoint: KOP 7
Vividness		
Feature	***Score****	***Notes***
Landform	2.5	The elevated structure will block views of the buildings in the valley below I-94 and the lower slopes of the hillsides beyond, particularly during leaf-off condtions.
Vegetation	4	Vegetation on hillsides to the southeast somewhat blocked by elevated structure during leaf-off conditions.
Water Feature	NA	
Human-Made	3.5	The lower part of Miller Park will be blocked by the elevated structure, as will views of the roofs of commercail-industrial buildings in the valley below I-94.
Overall	**3.3**	
Intactness		
Overall	**3**	Views of the elevated structure would replace views of the roofs of commercail - industrial buildings.
Unity		
Overall	**3**	Overall visual unity would be somewhat lowered due to the presence of the elevated structure.
Overall Visual Quality Score	**3.1**	**Note that the ratings for the C5 - Partial Down Option would be very similar to the ratings for the All-Up option becasue the elevations of the two options would be very similar. The ratings for the Modernization Alternative S2 (system interchange – low-speed, free-flow) and Modernization Alternative S3 (single-point interchange with free-flow ramps from I-94) alternatives would be slighly higher than the All-Up option becasue they would be lower in elevation. The elevated structures associated with the S2 and S3 alternatives and vehicles on them would still be seen (particularly during leaf-off condtions) but would be lower in the view.**

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		Existing Conditions
KOP Location:	N. Story Hill Parkway and N. Pinecrest Street	Viewpoint: KOP 8
Vividness		
Feature	***Score****	***Notes***
Landform	3	Get an indication that there may be a valley beyond I-94.
Vegetation	3.5	Parkway side vegetation most prominent.
Human-Made	3	I-94 signs most visible human-made element.
Overall	**3.2**	
Intactness		
Overall	**3**	A variety of objects seen during leaf-off conditions indluding I-94 sign, tops of commercial - industrail buildigns in valley beyond I-94.
Unity		
Overall	**3.5**	
Overall Visual Quality Score	**3.2**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:		Alt 5 - All Up Option
KOP Location:	N. Story Hill Parkway and N. Pinecrest Street	Viewpoint: KOP 8
Vividness		
Feature	***Score****	***Notes***
Landform	3	Little to no change.
Vegetation	3.5	Vegetation next to parkway not impacted.
Human-Made	2.5	
Overall	**3.0**	Elevated structure and vehicles travelling on it could be seen, particularly during leaf-off conditions.
Intactness		
Overall	**3**	Little change, I-94 signs no longer seen.
Unity		
Overall	**3**	Visual connection with vally below during leaf-off condtions no longer maintained with elevated structure.
Overall Visual Quality Score	**3.0**	**Note that the ratings for the S3 - Partial Down Option would be very similar to the ratings for the All-Up option becasue the elevations of the two options would be very similar. The ratings for the Modernization Alternative S2 (system interchange – low-speed, free-flow) and Modernization Alternative S3 (single-point interchange with free-flow ramps from I-94) alternatives would be slighly higher than the All-Up option becasue they would be lower in elevation. The elevated structures associated with the S2 and S3 alternatives and vehicles on them would still be seen (particularly during leaf-off condtions) but would be lower in the view.**

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	*Existing Conditions*		
KOP Location:	**N. Story Parkway over Yount Drive**	Viewpoint:	**KOP 9**
Landscape Unit:			

Vividness		
Feature	***Score****	***Notes***
Landform	4	Some difference in terrain elevation can be seen.
Vegetation	3	Scattering of trees with some lawn areas.
Human-Made	3.5	Utilitarian elements (freeway interchange, paved parking areas, electrical transmission line support structures, etc) seen from this view.
Overall	**3.5**	
Intactness		
Overall	**2.5**	
Unity		
Overall	**4.5**	
Overall Visual Quality Score	**3.5**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	**Alt S3 (Single Point)**		
KOP Location:	**N. Story Parkway over Yount Drive**	Viewpoint:	**KOP 9**

Vividness		
Feature	***Score****	***Notes***
Landform	4	Little to no change.
Vegetation	3	Little to no change.
Human-Made	3.5	Replacing human-made utilitarian structures with new structure.
Overall	**3.5**	
Intactness		
Overall	**3**	Replacing multiple existing interchange elements with the proposed interchange would slightly improve intactness.
Unity		
Overall	**4**	Slight decrease in unity.
Overall Visual Quality Score	**3.5**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	*Existing Conditions*		
KOP Location:	**Yount Drive**	Viewpoint:	**KOP 10**
Vividness			
Feature	***Score****	***Notes***	
Landform	3	Can see some topographic relief.	
Vegetation	1.5	Little vegetation present.	
Human-Made	3	Utilitarian landscape composed of parking areas, freeway components.	
Overall	**2.5**		
Intactness			
Overall	**2.5**	View composed of many different elements with paved areas being the most prevalent.	
Unity			
Overall	**3**		
Overall Visual Quality Score	**2.7**		

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	**Alt: S3 (Single Point)**		
KOP Location:	**Yount Drive**	Viewpoint:	**KOP 10**
Vividness			
Feature	***Score****	***Notes***	
Landform	3	Little to no change.	
Vegetation	1.5	Little to no change.	
Human-Made	3	Little to no change.	
Overall	**2.5**	Little to no change.	
Intactness			
Overall	**2**		
Unity			
Overall	**3**	Little to no change.	
Overall Visual Quality Score	**2.5**		

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	*Existing Conditions*		
KOP Location:	**N 36nd Street (near W. Park Hill Avenue)**	Viewpoint:	**KOP 11**

Vividness		
Feature	***Score****	***Notes***
Landform	2.5	Roofs of industrial - commercial buildings in valley beyond I-94 can be seen to give a sense of topographic change.
Vegetation	2	Except fro nearby trees, vegetation not an important component of this view.
Human-Made	3	Street and electrical transmission line support structure most visible human-made components.
Overall	**2.5**	
Intactness		
Overall	**2**	
Unity		
Overall	**2**	
Overall Visual Quality Score	**2.2**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	Alt E1 (Braided Ramps)		
KOP Location:	**N 36nd Street (near W. Park Hill Avenue)**	Viewpoint:	**KOP 11**

Vividness		
Feature	***Score****	***Notes***
Landform	2	Elevated structure would impinge on views of roofs.
Vegetation	2	Little to no change
Human-Made	3	Top of elevated structure will be seen.
Overall	**2.3**	
Intactness		
Overall	**2**	Little to no difference in intactness with a taller I-94 structure.
Unity		
Overall	**2.5**	By blocking views of the roofs of commercial - industrial buildings, would be slightly more visual unity.
Overall Visual Quality Score	**2.3**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	*Existing Conditions*
KOP Location:	N 32nd Street (near W
	Viewpoint: **KOP 12**

Vividness		
Feature	***Score****	***Notes***
Landform	3.5	Topographic relief evident.
Vegetation	2	Minor part of view.
Human-Made	3	
Overall	**2.8**	
Intactness		
Overall	**2**	Mix of elements and land uses results in low intactness.
Unity		
Overall	**4**	Has a strong transportation corridor character and sense of unity.
Overall Visual Quality Score	**2.9**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High

Visual Resource Survey:	**Alternative E1 (Braided Ramps)**
KOP Location:	**N 32nd Street (near W. Park Hill Avenue)**
	Viewpoint: **KOP 12**

Vividness		
Feature	***Score****	***Notes***
Landform	3	Banks of overpass would not be visible
Vegetation	1.5	Trees would be removed.
Human-Made	3	Overpass would be more extensive but would allow more light along N. 32nd Street.
Overall	**2.5**	
Intactness		
Overall	**2**	Little to no change in intactness.
Unity		
Overall	**3.5**	Little to no change in unity.
Overall Visual Quality Score	**2.7**	

*Score Key:
1 - Very Low; 2 - Low; 3 - Moderately Low; 4 - Average; 5 - Moderately High; 6 - High; 7 - Very High